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號四廿百二零萬二第

日五初月三年亥癸

HONGKONG, FRIDAY, APRIL 20th, 1923. 五拜禮

號十二月四年二十國民華中

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INTIMATION

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TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 11.00 " " 10 "
11.30 " " 12.30 p.m. " " 15 "
12.30 p.m. to 2.30 p.m. " " 10 "
2.30 " " 4.00 " " 15 "
4.00 " " 8.10 " " 10 "

NIGHT CAR.
8.50 p.m. to 9.00 p.m. every 30 minutes
11.15 " " 11.45 " " 15 "

SATURDAY.
Extra Car—12 midnight.

SUNDAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 11.00 " " 10 "
11.15 " " 12.00 noon " " 15 "
12.00 noon to 1.00 p.m. " " 10 "
1.00 p.m. to 4.00 p.m. " " 15 "
4.00 " " 8.10 " " 10 "

NIGHT CAR.
8.50 p.m. to 9.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. " " 15 "

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
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Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
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Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheques or Compro Order represented
Bank Notes.

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WEEKLY PRESS, January to June
1922.

With Index. Price \$7.50.
On sale at the Hongkong Daily Press.

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15th, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20
CANTON (at Kai Yau)	dep.	7.25	7.50	8.15	8.40	9.05	9.30	9.55	10.20	10.45	11.10	11.35	12.00	12.25	12.50	1.15	1.40	2.05	2.30	2.55
SHUE LUNG	dep.	7.30	7.45	8.10	8.35	9.00	9.25	9.50	10.15	10.40	11.05	11.30	11.55	12.20	12.45	1.10	1.35	2.00	2.25	2.50
Shue Chai	dep.	7.35	7.50	8.15	8.40	9.05	9.30	9.55	10.20	10.45	11.10	11.35	12.00	12.25	12.50	1.15	1.40	2.05	2.30	2.55
Yuen Chai	dep.	7.40	7.55	8.20	8.45	9.10	9.35	9.60	10.15	10.40	11.05	11.30	11.55	12.20	12.45	1.10	1.35	2.00	2.25	2.50
Yuen Chai	dep.	7.45	7.60	8.25	8.50	9.15	9.40	9.65	10.20	10.45	11.10	11.35	12.00	12.25	12.50	1.15	1.40	2.05	2.30	2.55
Yuen Chai	dep.	7.50	7.65	8.30	8.55	9.20	9.45	9.70	10.25	10.50	11.15	11.40	12.05	12.30	12.55	1.20	1.45	2.10	2.35	3.00
Yuen Chai	dep.	7.55	7.70	8.35	9.00	9.25	9.50	10.05	10.30	10.55	11.20	11.45	12.10	12.35	13.00	1.25	1.50	2.15	2.40	3.05
Yuen Chai	dep.	8.00	7.75	8.40	9.05	9.30	9.55	10.10	10.35	10.60	11.25	11.50	12.15	12.40	13.05	1.30	1.55	2.20	2.45	3.10
Yuen Chai	dep.	8.05	7.80	8.45	9.10	9.35	9.60	9.85	10.40	10.65	11.30	11.55	12.20	12.45	13.10	1.35	2.00	2.25	2.50	3.15
Yuen Chai	dep.	8.10	7.85	8.50	9.15	9.40	9.65	9.90	10.45	10.70	11.35	12.00	12.25	12.50	13.15	1.40	2.05	2.30	2.55	3.20
Yuen Chai	dep.	8.15	7.90	8.55	9.20	9.45	9.70	9.95	10.50	10.75	11.40	12.05	12.30	12.55	13.20	1.45	2.10	2.35	2.60	3.25
Yuen Chai	dep.	8.20	7.95	9.00	9.25	9.50	9.75	10.00	10.55	10.80	11.45	12.10	12.35	13.00	13.25	1.50	2.15	2.40	2.65	3.30
Yuen Chai	dep.	8.25	8.00	9.05	9.30	9.55	9.80	10.05	10.60	10.85	11.50	12.15	12.40	13.05	13.30	1.55	2.20	2.45	2.70	3.35
Yuen Chai	dep.	8.30	8.05	9.10	9.35	9.60	9.85	10.10	10.65	10.90	11.55	12.20	12.45	13.10	13.35	2.00	2.25	2.50	2.75	3.40
Yuen Chai	dep.	8.35	8.10	9.15	9.40	9.65	9.90	10.15	10.70	10.95	12.00	12.25	12.50	13.15	13.40	2.05	2.30	2.55	2.80	3.45
Yuen Chai	dep.	8.40	8.15	9.20	9.45	9.70	9.95	10.20	10.75	11.00	12.05	12.30	12.55	13.20	13.45	2.10	2.35	2.60	2.85	3.50
Yuen Chai	dep.	8.45	8.20	9.25	9.50	9.75	10.00	10.25	10.80	11.05	12.10	12.35	13.00	13.25	13.50	2.15	2.40	2.65	2.90	3.55
Yuen Chai	dep.	8.50	8.25	9.30	9.55	9.80	10.05	10.30	10.85	11.10	12.15	12.40	13.05	13.30	13.55	2.20	2.45	2.70	2.95	3.60
Yuen Chai	dep.	8.55	8.30	9.35	9.60	9.85	10.10	10.35	10.90	11.15	12.20	12.45	13.10	13.35	14.00	2.25	2.50	2.75	3.00	3.65
Yuen Chai	dep.	9.00	8.35	9.40	9.65	9.90	10.15	10.40	10.95	11.20	12.25	12.50	13.15	13.40	14.05	2.30	2.55	2.80	3.05	3.70
Yuen Chai	dep.	9.05	8.40	9.45	9.70	9.95	10.20	10.45	11.00	11.25	12.30	12.55	13.20	13.45	14.10	2.35	2.60	2.85	3.10	3.75
Yuen Chai	dep.	9.10	8.45	9.50	9.75	10.00	10.25	10.50	11.05	11.30	12.35	13.00	13.25	13.50	14.15	2.40	2.65	2.90	3.15	3.80
Yuen Chai	dep.	9.15	8.50	9.55	9.80	10.05	10.30	10.55	11.10	11.35	12.40	13.05	13.30	13.55	14.20	2.45	2.70	2.95	3.20	3.85
Yuen Chai	dep.	9.20	8.55	10.00	9.75	10.00	10.25	10.50	11.15	11.40	12.45	13.10	13.35	14.00	14.25	2.50	2.75	3.00	3.25	3.90
Yuen Chai	dep.	9.25	8.60	10.05	9.80	10.05	10.30	10.55	11.20	11.45	12.50	13.15	13.40	14.05	14.30	2.55	2.80	3.05	3.30	3.95
Yuen Chai	dep.	9.30	8.65	10.10	9.85	10.10	10.35	10.60	11.25	11.50	12.55	13.20	13.45	14.10	14.35	3.00	2.85	3.10	3.35	4.00
Yuen Chai	dep.	9.35	8.70	10.15	9.90	10.15	10.40	10.65	11.30	11.55	13.00	13.25	13.50	14.15	14.40	3.05	2.90	3.15	3.40	4.05
Yuen Chai	dep.	9.40	8.75	10.20	9.95	10.20	10.45	10.70	11.35	12.00	13.05	13.30	13.55	14.20	14.45	3.10	2.95	3.20	3.45	4.10
Yuen Chai	dep.	9.45	8.80	10.25	10.00	10.25	10.50	10.75	11.40	12.05	13.10	13.35	14.00	14.25	14.50	3.15	3.00	3.25	3.50	4.15
Yuen Chai	dep.	9.50	8.85	10.30	10.05	10.30	10.55	10.80	11.45	12.10	13.15	13.40	14.05	14.30	14.55	3.20	3.05	3.30	3.55	4.20
Yuen Chai	dep.	9.55	8.90	10.35	10.10	10.35	10.60	10.85	11.50	12.15	13.20	13.45	14.10	14.35	15.00	3.25	3.10	3.35	3.60	4.25
Yuen Chai	dep.	10.00	8.95	10.40	10.15	10.40	10.65	10.90	11.55	12.20	13.25	13.50	14.15	14.40	15.05	3.30	3.15	3.40	3.65	4.30
Yuen Chai	dep.	10.05	9.00	10.45	10.20	10.45	10.70	10.95	12.00	12.25	13.30	13.55	14.20	14.45	15.10	3.35	3.20	3.45	3.70	4.35
Yuen Chai	dep.	10.10	9.05	10.50	10.25	10.50	10.75	11.00	12.05	12.30	13.35	14.00	14.25	14.50	15.15	3.40	3.25	3.50	3.75	4.40
Yuen Chai	dep.	10.15	9.10	10.55	10.30	10.55	10.80	11.05	12.10	12.35	13.40	14.05	14.30	14.55	15.20	3.45	3.30	3.55	3.80	4.45
Yuen Chai	dep.	10.20	9.15	11.00	10.35	10.60	10.85	11.10	12.15	12.40	13.45	14.10	14.35	15.00	15.25	3.50	3.35	3.60	3.85	4.50
Yuen Chai	dep.	10.25	9.20	11.05	10.40	10.65	10.90	11.15	12.20	12.45	13.50	14.15	14.40	15.05	15.30	3.55	3.40	3.65	3.90	4.55
Yuen Chai	dep.	10.30	9.25	11.10	10.45	10.70	10.95	11.20	12.25	12.50	13.55	14.20	14.45	15.10	15.35	4.00	3.45	3.70	3.95	4.60
Yuen Chai	dep.	10.35	9.30	11.15	10.50	10.75	11.00	11.25	12.30	12.55	14.00	14.25	14.50	15.15	15.40	4.05	3.50	3.75	4.00	4.65
Yuen Chai	dep.	10.40	9.35	11.20	10.55	10.80	11.05	11.30	12.35	13.00	14.05	14.30	14.55	15.20	15.45	4.10	3.55	3.80	4.05	4.70
Yuen Chai	dep.	10.45	9.40	11.25	10.60	10.85	11.10	11.35	12.40	13.05	14.10	14.35	15.00	15.25	15.50	4.15	3.60	3.85	4.10	4.75
Yuen Chai	dep.	10.50	9.45	11.30	10.65	10.90	11.15	11.40	12.45	13.10	14.15	14.40	15.05	15.30	15.55	4.20	3.65	3.90	4.15	4.80
Yuen Chai	dep.	10.55	9.50	11.35	10.70	10.95	11.20	11.45	12.50	13.15	14.20	14.45	15.10	15.35	16.00	4.25	3.70	3.95	4.20	4.85
Yuen Chai	dep.	11.00	9.55	11.40	10.75	11.00	11.25	11.50	12.55	13.20	14.25	14.50	15.15	15.40	16.05	4.30	3.75	4.00	4.25	4.90
Yuen Chai	dep.	11.05	9.60	11.45	10.80	11.05	11.30	11.55	13.00	13.25	14.30	14.55	15.20	15.45	16.10	4.35	3.80	4.05	4.30	4.95
Yuen Chai	dep.	11.10	9.65	11.50	10.85	11.10	11.35	11.60	13.05	13.30	14.35	15.00	15.25	15.50	16.15	4.40	3.85	4.10	4.35	5.00
Yuen Chai	dep.	11.15	9.70	11.55	10.90	11.15	11.40	11.65	13.10	13.35	14.40	15.05	15.30	15.55	16.20	4.45	3.90	4.15	4.40	5.05
Yuen Chai	dep.	11.20	9.75	12.00	10.95	11.20	11.45	11.70	13.15	13.40	14.45	15.10	15.35	16.00	16.25	4.50	3.95	4.20	4.45	5.10
Yuen Chai	dep.	11.25	9.80	12.05	11.00	11.25	11.50	11.75	13.20	13.45	14.50	15.15	15.40	16.05	16.30	4.55	4.00	4.25	4.50	5.15

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DAIRY FARM NEWS

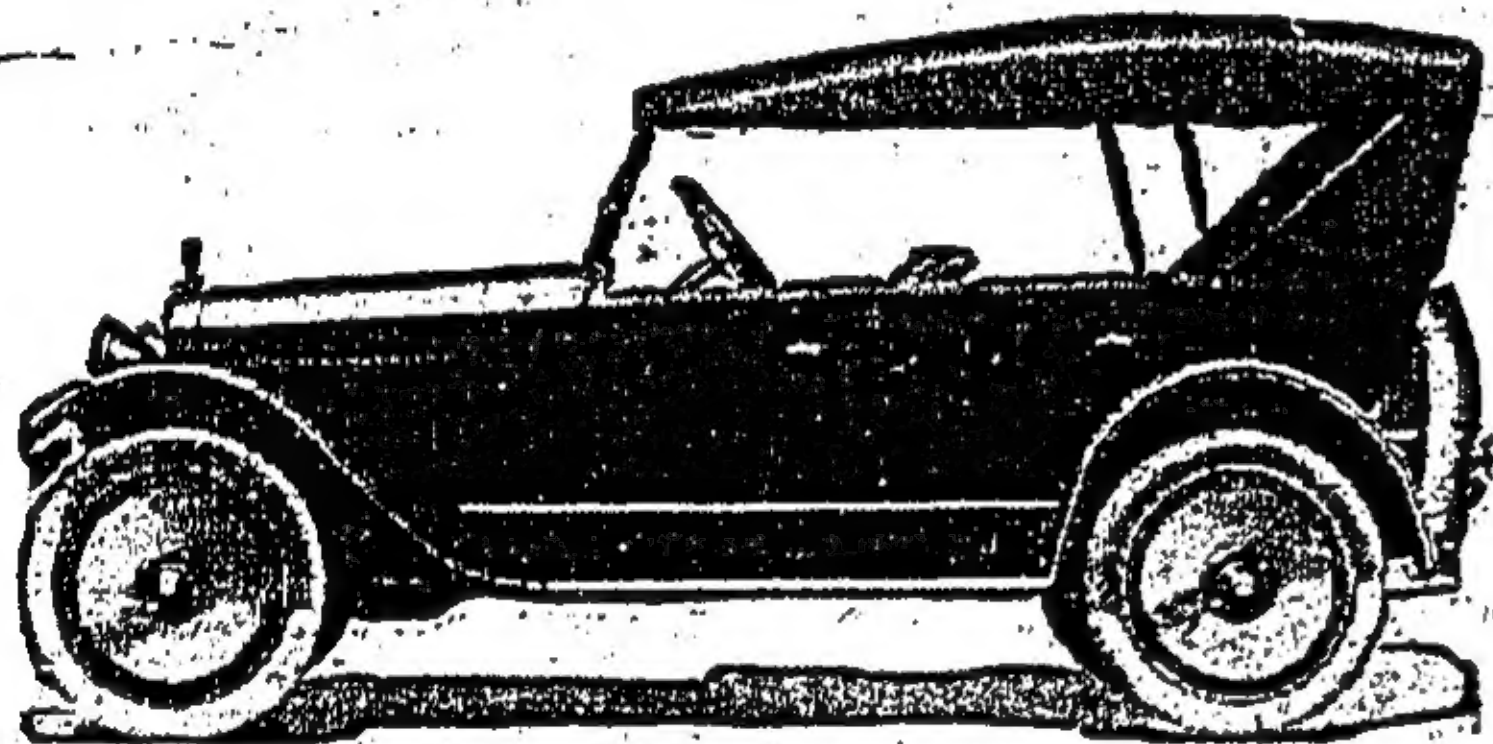
ICE CREAM.

The following flavours may be had in Brick Form on 24 Hours Notice:-

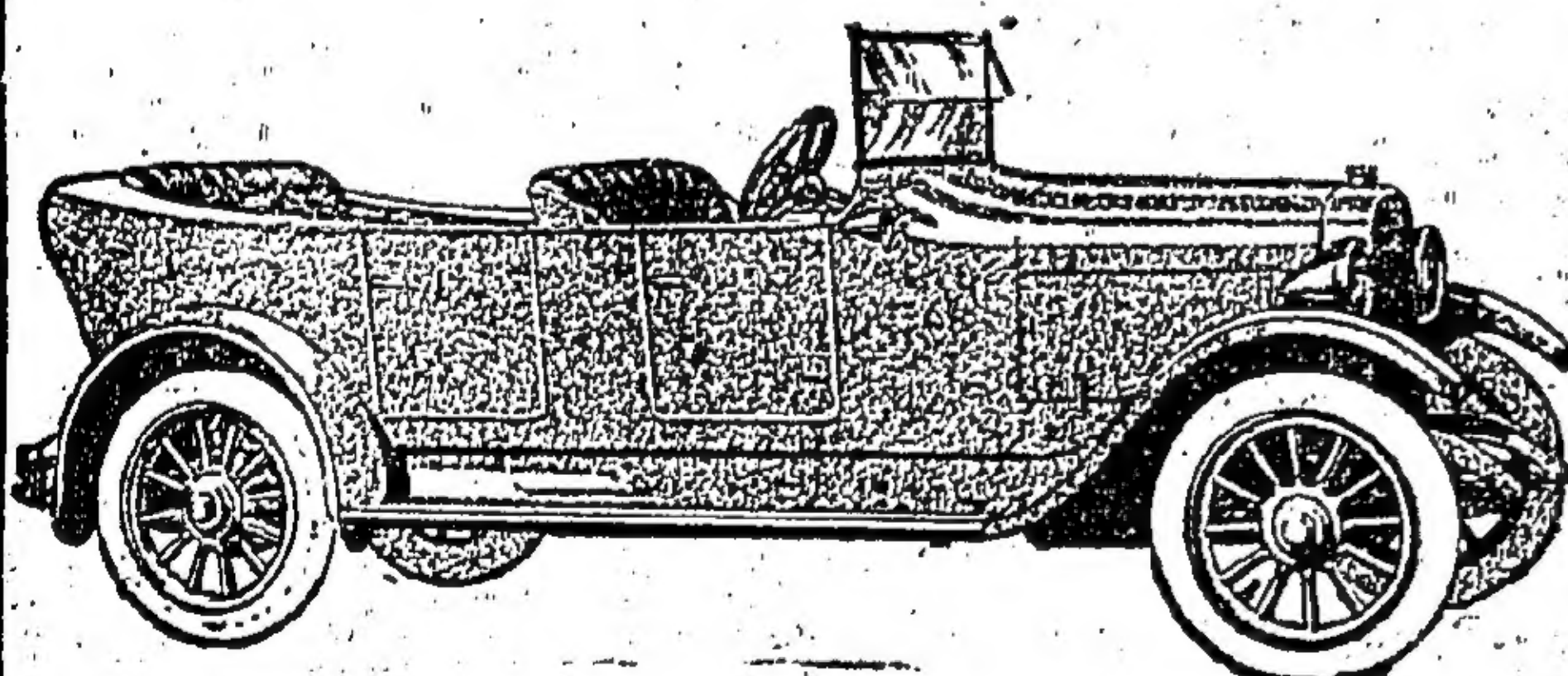
Vanilla	Coffee	Lemon
Strawberry	Neapolitan	Chocolate
Raspberry		
all		
\$2.00 per Quart Brick.		

Deliciously Cooling and Refreshing.

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THE RED BUILDING (OPPOSITE ICE HOUSE ST.)

AHEAD OF THE MAIL.

(SUPPLEMENTARY WIRES FROM INDIAN PAPERS.)

THE LATE MADAME SARAH BERNHARDT.

PARIS, March 27th.
Mme. Sarah Bernhardt died in comparatively poor circumstances. She had earned many fortunes, but dispensed money lavishly. It is believed that the value of her possessions is scarcely equal to that of the beautiful flowers received during her illness. The rights of the film for which she posed in her own home during the last few days of her life probably represent the bulk of her fortune. The film is not finished, but it is believed that sufficient has been taken to ensure production. It is declared that an American syndicate has purchased the notes which Mme. Bernhardt prepared for her real life story giving her age, parentage and nationality as well as most of the secrets of her career. The first news of her death was broadcasted from the Eiffel Tower. Many thousands were listening to a wireless concert when a voice broken with emotion interjected: "I have very sad news. Mme. Sarah Bernhardt is dead." The whole Press to-day wrote glowing and affectionate tributes to Mme. Bernhardt.

LADY MARY CAMBRIDGE.

LONDON, March 28th.
The Marquess of Worcester is engaged to the Queen's niece, Lady Mary Cambridge. Lady Mary, who is 26, is the eldest daughter of the Marquess of Cambridge, brother of Queen Mary, who was created Marquess in 1917 in lieu of his previous title, the "Duke of Teck." The Marquess of Worcester is the courtesy title of the eldest son and heir of the Duke of Beaufort. The Marquess was born in 1900 and is in the Royal Horse Guards.

AFFAIRS OF SIR THOMAS BEECHAM.

LONDON, March 28th.
The Registrar of the London Bankruptcy Court has approved of the scheme accepted by the creditors of Sir Thomas Beecham for the payment of a composition of twenty shillings in the pound by four instalments of five shillings each, the first whereof will be payable forthwith. The receiving order has been discharged. The application of Sir Thomas Beecham, Bt., for the approval of a composition of 20s. in the pound payable to the creditor under a receiving order made against his estate on October 1st, 1919, came before Mr. Registrar Hope on July 20th, 1922, in the Bankruptcy Court. Mr. Clayton, K.C., who appeared with Mr. Tindale Davis for the debtor, asked that the application might be adjourned over the Long Vacation. He said that arrangements were in progress to pay 20s. in the pound as soon as the proposal was approved of by the Court. Under the terms of the scheme accepted by the creditors the composition was to be paid in four instalments of 5s. in the pound at intervals of three months. Mr. Justice Evers approved of a scheme of arrangement under which the executor of the late Sir Joseph Beecham would provide £40,000 towards payment of the composition, and a friend of Sir Thomas Beecham had agreed to pay £20,000 into Court as soon as the amount required was ascertained. The delay in completing the arrangements arose from the failure of the debtor's advisers to secure a final adjustment of a claim of £24,000 for income-tax and super-tax. The Commissioners of Inland Revenue had stated that the matter could not be settled until September, and it was impossible, therefore, to ascertain the amount required to pay the composition.

BROADCASTING LICENCES.

LONDON, March 28th.
The new Postmaster-General, Sir W. Joynson-Hicks, in addition to the troubles of next year's detailed Post Office estimates, is confronted with a new problem overshadowing even the departmental difficulties, namely the extraordinary complications of broadcasting licences. The British Broadcasting Company is entitled to half the money paid by wireless users for licences, and royalty on sets used. The royalty is the chief cause of the trouble as thousands of listeners, instead of purchasing stamped apparatus, have acquired cheaper sets, many home-made, but they are thereby unable to obtain a licence unless they can prove that they are genuine experimenters. The Company says that if this continues, it will be unable to provide concerts, and it wants the Postmaster-General more strictly to enforce the regulations. Meanwhile, firms not included in the Broadcasting Company are insisting on their rights. Sir W. Joynson-Hicks, interviewed to-day, said that the problem was the most difficult he had ever had to tackle, and he sometimes thought it was almost insoluble, but he must overcome the difficulties, as 40,000 licences depended on his decision. He believed that 100,000 listeners were unlicensed, and that if the Government did not interfere there would possibly be no broadcasting. If broadcasting were worth doing at all, it should be done properly.

BRITISH POLICY IN EGYPT.

LONDON, March 29th.
Ninety-seven Members of the House of Commons, mostly Labour members, but including Liberals and one Conservative, have signed a letter to the Press asserting that the policy of Lord Allenby, whose sincerity and patience are unquestioned, has failed, after a fair trial. The letter urges the recognition of the fact that the Egyptian people are not only determined to obtain independence, but are sufficiently educated in politics to reject a nominal independence, accompanied by a permanent military occupation and the control of the principal Government Departments by nominees of a foreign Power. It advocates the restoration of Zaghlul, as calculated to lead to a permanent settlement, reached with mutual confidence and goodwill.

BODIES OF BELGIAN SOLDIERS.

LONDON, March 29th.
The bodies of 80 Belgian soldiers now lying in England are to be taken in state to Zeebrugge. There are 400 more buried here and 80 bodies will be selected to be a representation of all ranks and classes. It is hoped the Prince of Wales will be at Zeebrugge for the arrival of the bodies. He is due at Brussels on April 27th, and the ceremony at Zeebrugge will be about that date. The British Admiralty are arranging for conveyance of the bodies by British warships.

CEYLON CONSTITUTION.

LONDON, March 29th.
In the House of Commons, replying to Mr. F. C. Linfield (Liberal), Mr. W. G. A. Ormsby-Gore said that despatches with regard to the revision of the constitution had been submitted to the Legislative Council of Ceylon and the matter would be further considered when the Secretary of State received the report of the proceedings of the Council. It was not proposed to give the House of Commons a special opportunity to debate the proposals which could be discussed on the Colonial Office estimates. Colonel Wedgwood: As two members of the Ceylon Legislative Council are at present in England, will a deputation be received with a view to their submitting their opinions to the Secretary of State? Mr. Ormsby-Gore replied that he would be very glad to receive a deputation after the Easter holidays. Mr. Shortt asked when the reply of the Legislative Council might be expected. Mr. Ormsby-Gore said that he did not know whether discussions were actually finished, but the reply would be received by the mail. Mr. Linfield: Are the proposals likely to operate before the Colonial Office estimates are discussed? Mr. Ormsby-Gore said that he did not know when the Opposition would ask for discussion on the estimates.

EGYPTIANS AND INDEPENDENCE.

LONDON, March 29th.
Ninety-five Members of the House of Commons, mostly Labourites, in a letter to *The Times*, lament the failure of Lord Allenby's policy in Egypt and contend that there are now only two possible courses. "One is to revoke the declaration of independence approved last year by the House of Commons, and to make Egypt part of the British Empire, suppressing by force of arms any resistance, and holding the Egyptian people in subjection till they acquiesce in the position sufficiently to have some measure of self-government, a course to which we and most of our fellow-countrymen are unalterably opposed. It might be possible, though difficult and costly, but would be a breach of a solemn pledge and a reversal of British tradition unparalleled in our history. The other course is based on the facts that the Egyptian people are not only set in their determination to obtain independence, but are also so far educated in politics as to reject a nominal independence, accompanied by a permanent military occupation and the control of the principal departments of Government by nominees of a foreign Power. The Egyptians have not made up their minds, but Zaghlul alone is able to get what they seek. Lord Milner recognized both these facts and had the courage and honesty, having learned them by a somewhat unpleasant experience, to say so, whereas Lord Allenby has ignored them."

ESTIMATES FOR MIDDLE EAST.

LONDON, March 30th.
Details of the Civil Service estimates are published to-day. Foreign Services are £4,231,000, being a reduction of £219,500. Middle Eastern Services are £2,668,000, being a net decrease of £2,507, while the amount for the defence of Iraq and Palestine is £7,239,000, being a reduction of £1,919,000. This includes the cost of Indian troops, and represents the sum payable by the Colonial Office, the War Office, the Air Ministry and the India Office for the Services. Of the total, £3,330,000 is attributable to Iraq, and £1,500,000 to Palestine. As regards the Iraq contribution of £200,000 towards the salaries of the High Commissioner and his personal staff, it is a decrease of £10,000. The maintenance of levies is estimated at £280,000, which is a reduction of £20,000. The whole cost of the levies will be borne by the Iraq revenues. The organization of Imperial troops has resulted in a large net saving.

DISORDER IN IRELAND.

LONDON, March 31st.
Motor cars among the goods to be subjected to a heavy duty when the new Irish Customs barrier is enforced. Hence, there were extraordinary scenes in Wales recently when a large number of motor cars were being driven to Holyhead for shipment before the tax is imposed. A motor engineer, summoned at Conway for driving without a licence, explained that he bought the car in London on March 27th, and that the selling firm's representative accompanied him to Worcester, whence he returned to London, taking the identification plate, the absence of which led the police to stop him. As regards his licence, he explained that things were topsy-turvy in Ireland, and that his licence had not been renewed. The Chief Constable advised him to get a short-term licence at Carnarvon, to take him to Holyhead. The Magistrate approved and imposed a nominal fine. Fifty-three tombstones in the Belfast Protestant Cemetery were found defaced and smashed to-day, apparently by a gang armed with sledgehammers and crowbars. Reprisals are threatened. A roving gang known as the "third party," belonging to neither side, has appeared in Ireland, and is robbing all classes indiscriminately. Both Free State and Republican are watching its movements. The robbery of general stores at Carrick-on-Shannon is attributed to the gang, who escaped.

(Continued on page 4.)

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:-

Sir, I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,
(Private Secretary.)

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A BRUTAL MURDER AT SINGAPORE.

MR. J. LA SALLE ATTACKED
AND STRANGLED.

The murder of Mr. J. La Salle, a well-known and wealthy young Eurasian at his residence, off Adams Place, Bukit Timah, which was committed in the early hours of yesterday morning, says the *Free Press* of the 14th inst., is one of the most sensational affairs of its kind recorded in Singapore. Mr. La Salle, who has not been back very long from Java, owned considerable property in Singapore, including the house where he was so brutally murdered.

The information was given to the police by a boy named George Day, who it is believed, together with a Mrs. Ethel Duke, was living with the deceased at his residence at the time of his tragic death.

The house in which the crime was committed is situated at the top of a hill, and surrounded by large open spaces of land, as well as by areas planted with rubber, fruit trees, etc., while at some distance from the house, dotted about the estate, are a number of huts occupied by squatters. The police arrived on the scene to find the place in a turmoil, and the deceased lying in his room dead. The state of the room indicated that a terrible struggle had evidently taken place between the deceased and his assailants. There was blood on the floor near to the bed, and more blood on the bed clothes. The deceased also had a stab wound in the thigh. It is difficult to draw any conclusion as to the likely motive of the crime, from the several theories at hand, but it would appear that the deceased was attacked by several Chinese and strangled to death. It seems that five armed Chinese wearing masks, succeeded in gaining an entrance into the house. One man entered first, by way of a window at the side of the house, and opened the front door to let the others in. The window was barred with thick wooden bars, and before getting through, the man had to cut away one of the bars. It appears to have been cut away with a saw. The men at once attacked La Salle, who was in bed, dragged him to the floor in the struggle, and eventually overpowered him. They gagged him with a piece of wood, and strangled him to death with a piece of rope. The men then turned their attention to Mrs. Duke and the boy Day. Mrs. Duke lies in hospital at the present time, suffering from a broken leg. We do not know definitely how she sustained this injury, but rumour has it that she fell down in trying to go after the Chinese as they were leaving the house. Some jewellery was taken away by the men.

The room occupied by the deceased was on the ground floor, and opened direct on to the porch. The bed was to the right of the front door, and it was through this door that the assailants came in, after it had been opened by the man who first got in through the window.

The police are making careful investigation into the affair. There is every possibility of the guilty persons being secured and brought to justice.

"YOU MAY CHOP OFF MY HEAD."

"May you chop off my head if I ever sold a newspaper," said a Chinese to the Magistrate yesterday morning. He was charged with hawking newspapers without a licence, and as he finished this statement, he made the Magistrate (Mr. Melbourne), an elaborate kowtow. At this, Inspector Elton made haste to inform his Worship, "in fairness to the defendant," that the fellow was only recently let out of the lunatic asylum. Defendant was bound over in the sum of \$100, on his own security, whereupon he remarked, "My head be on it if I ever sell newspapers again."

THE CHINA SPECIE BANK.
LIQUIDATORS AND INSPECTION
COMMITTEE APPOINTED.

At a meeting of the creditors of the China Specie Bank held at the Supreme Court yesterday morning and presided over by the Official Receiver (Mr. G. N. Orme) it was proposed by Mr. Lai Ching, seconded by Mr. Chan Kwai Lok, and carried that Mr. J. H. Seth and Mr. K. T. Wong be appointed liquidators of the Company. It was also carried on the motion of Mr. Lai Ching, seconded by Mr. Tsoi Sik, that an Inspection Committee be appointed and the following gentlemen were chosen:—Messrs. Lai Shek Ho-lum, Leung Sai-wing and Cheung Mun-po.

At the subsequent meeting of the contributaries of the Bank, the resolutions mentioned above were confirmed.

CRIMINAL SESSIONS.

[BEFORE THE JUSTICE (MR. JUSTICE COMPARTS)].

A ROBBERY ON THE OLD STANLEY ROAD.

Li Ko was indicted yesterday morning for taking part in a robbery by two or more.

The Jury empanelled in the case was composed of: Messrs. R. Reid (foreman), A. Abraham, F. E. Hawthorne, D. Haig, H. W. Ray, A. Searle and G. A. Harriman.

The Crown Solicitor (Mr. H. K. Holmes), said it was for the Jury to say whether or not the prisoner was one of two footpads who robbed Wong Tin Fa, a cake seller of Aberdeen, on the Old Stanley Road on January 14th. Wong Tin Fa had been to Repulse Bay and was returning to his village about mid-day. He had reached a spot on the road where the sides were sheltered by bushes. The two footpads came out from the side of the road and stopped him. The prisoner was unmasked, but the other man was wearing a handkerchief over his face. Wong Tin Fa recognised the prisoner, who had a chopper in his hand, and struck the complainant on the shoulder with the flat of the chopper. The footpads then held him and searched him, taking \$10.20 from his person. They threatened him if he said anything about the robbery. On the following day he reported the robbery to the Aberdeen Police Station and a constable was sent out to make enquiries. The prisoner was asked where he had worked on the day of the robbery. He said he had been working with some ten others at the Temple breaking stones. The constable went away to make further enquiries and on returning found the prisoner had vanished. He was not seen again until March 12th when he was found to be working at the Tyam Tuk pumping station, two miles away. At the Central Police Station he was picked out on an identification parade as one of the robbers. At the Police Court the prisoner made a statement to the effect that the complainant had some grudge against him and that he wanted to get him into trouble.

After the evidence had been taken the Jury returned a verdict of "guilty" and sentence of three years hard labour was passed.

DETECTIVES IN THE DOCK.
ALLEGED OPIUM THEFT.

Two Chinese detectives appeared before the Magistrate yesterday morning charged with the larceny of 50 taels of opium, and also with misconduct themselves as police officers. The first defendant was represented by Mr. T. G. Bennett.

Sub-Inspector Clarke stated that the offence took place on March 22nd. A man named Cheng Sang was on the road near the Yau-mai Mortuary, when he saw two boys coming towards him on bicycles. He stopped them, and offered them sixty cents each on condition that they carried 104 taels of raw opium to the village of Ma Tau Chung for him. They agreed, and the man went on ahead in a ricksha. They had not proceeded very far before they were stopped by the two defendants. They took the lads into a nearby field, and searched them. One was very frightened and gave his opium up. The other was made of sterner stuff and refused. He was taken to the Yau-mai Police Station, and the detectives handed his opium in. The lads were afterwards brought before the Magistrate and sentenced to two months' imprisonment, or a \$200 fine. He was in prison now, and would be called out later to give evidence. The case was that whilst the detectives had handed in the opium they took from the boy who was arrested, they failed to hand in the opium they took from the lad who gave it up without struggling. This boy had been allowed by them to escape.

The Inspector went on to state that he had been instructed to ask that the case might be remanded. The case was accordingly put over till Wednesday.

Mr. Bennett then raised the question of bail.

The Inspector stated that he had been instructed to ask for \$1,000 from each man.

Mr. Bennett suggested that this was rather high. He pointed out that the men were residing in the Colony, and were well known in the police force, so that there would be little difficulty in finding them out again, if that were necessary.

His Worship (Mr. J. R. Wood) disagreed, and remarked that in his opinion \$1,000 was not enough. Bail of \$1,500 each would be allowed.

VICTORIA RECREATION CLUB

THE ENTRIES FOR SATURDAY'S
ATHLETIC MEETING.

Entries for the annual athletic meeting of the Victoria Recreation Club to be held on Saturday have now closed and in comparison to former years they are considered to be highly satisfactory. While a few more names may be received for post entries the list for the principal closed events is as under. A number of preliminary heats are to be run off tomorrow (weather permitting). Of the 23 entries for the Marathon race 14 have been received from British soldiers.

List of entries:—
Long Jump.—Wong Shau Shek, W. Perrin, Gr. C. H. T. Buckley, Yeoh Teik Ee, Lau Tik, Theophilus Lee, E. T. Smith, L/Bdr. E. Barton, S. O. Shahabuddin, L/Bdr. A. J. Veale, D. C. Logan.

Throwing the Cricket Ball.—J. H. Wicheil, J. A. Kent, Cpl. Holland, L/Cpl. Banks, Gnr. A. C. Morris, O. Ismail, N. Richey, L/Cpl. Wynne, Lt. Redding, Cheng Teu Yau, S. O. Shahabuddin, Lt. Dennis, Gnr. A. Poulton, H. N. Balthazet.

High Jump.—Wong Shau Shek, Capt. Hayes-Newton, L/Bdr. A. J. Veale, Leung C. Choi, Sgt. Baker, S. O. Shahabuddin, Gnd. J. Hill.

One Mile Handicap.—G. A. Hyder (scr.), R. A. Hyder (10 yds.), St. Bell (20 yds.), A. Mair (40 yds.), Cpl. Dobbin (50 yds.), L/Bdr. Smith (50 yds.), Cheung Yau Koon (50 yds.), Pte. Webb (100 yds.), Gnr. Dunne (100 yds.).

100 Yards Championship.—Lam Yuk Ying, R. M. Omar, H. F. Mead, El. Art Lee, Haw Waris Khan, G. H. Chubb, W. Perrin, Pte. Dennis, F. Rodriguez, A. Rahmin, D. D. C. Leung, E. T. Smith, Sgt. Wilson.

Marathon Race.—Leung Ying Men, Pte. C. Kirby, Pte. R. Todd, Pte. W. Dennis, Pte. Woodward, Sepoy Balla Rawat, L/Nr. Akaram Singh, Amrik Singh, Pte. W. Carter, A. Barret, Pte. J. Stuck, Pte. A. Garner, Pte. Crane, L/Nr. Singh, Pte. J. W. Whitehead, Pte. W. Webb, Pte. S. White, Pte. R. Filkins, Gnr. F. W. Knowles, L/Nr. Dowlat Rao, Sp. Mahut Singh.

TROUBLE IN A KNITTING FACTORY.

MACHINE DAMAGED & MANAGER'S
LIFE THREATENED.

An ex-employee of the Yau Sang Knitting Factory was charged at the Magistrate's yesterday morning, with doing malicious damage to machinery in the factory, and also with intimidation.

The complainant in the case was the manager of the factory, Mr. Ho Sin Po, who was represented by Mr. R. E. A. Webster. Mr. Webster told the Magistrate (Mr. J. R. Wood), that the defendant had broken four machines used for making the top portion of socks, and had removed essential screws from others. This was done in a malicious spirit owing to his dislike of the complainant. On the second charge, defendant had one day come up to the complainant, and said: "I hear you have been reporting me to the police. If you don't stop that I shall kill you."

The case was remanded till Tuesday next.

MARINE COURT CASE.

HEAVY FINES FOR OVERCROWD-
ING ON PASSENGER LAUNCH.

At the Marine Magistrate's yesterday morning, two cases of carrying passengers in excess of their licensed number were dealt with by the Magistrate (Commander C. W. Beckwith, R.N.). In the first case the master of the steam launch, *Tak King*, was fined \$150. The offence was that his launch was carrying 18 passengers in excess. Sixteen previous convictions were recorded against him. In the other case the master of the ferry launch, *Wai Sun*, was fined \$250. The defendant's launch was carrying 24 passengers in excess. Eleven previous convictions were recorded against him.

In another case, in which the master of the *Tong Yee*, was charged with failing to observe the rule of the road, a fine of \$30 was imposed.

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INTIMATIONS

THE HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of Shareholders of THE HONGKONG HOTEL COMPANY, LIMITED, will be held at THE HONGKONG HOTEL, FODDER STREET, HONGKONG, on SATURDAY, the 25th APRIL, 1923, at 11.30 O'CLOCK A.M. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1922, confirming the appointment of a Director, and electing a Director and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from Monday, the 23rd April, 1923, until Saturday, the 25th April, 1923, both days inclusive.

By Order of the Board,
WALTER J. HAWKER,
Secretary.

Hongkong, 16th April, 1923. [715]

THE SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY GENERAL MEETING of the Shareholders of THE SHANGHAI HOTELS, LIMITED, will be held at THE HONGKONG HOTEL, HONGKONG, on SATURDAY, the 25th APRIL, 1923, at 12 O'CLOCK NOON, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended the 31st December, 1922, and confirming the appointment of the Directors and the Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from Thursday, the 26th April, 1923, until Saturday, the 25th April, 1923, both days inclusive.

By Order of the Board,
WALTER J. HAWKER,
Secretary.

Hongkong, 16th April, 1923. [716]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/na. 6856 dated 21st December, 1920, for 35 Shares numbered 21018 to 24919, 27985 to 27990, 24506 to 24511, 25843 to 25857; Provisional Certificate No. 57/768 dated 8th May, 1921, for 11 Shares, numbered 130243 to 130253, and Provisional Certificate No. 57/1045 for 1 Share numbered 131423 all registered in the name of Mr. SUN YEE SIK, are reported to have been destroyed by fire; and should these certificates not be produced to the Bank before the 13th day of May, 1923, New Certificates for the Shares will be issued and the aforesaid Definitive Certificate No. 5/na. 6856 and Provisional Certificates Nos. 57/768 and 57/1045 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. C. STEPHEN,
Chief Manager.

Hongkong, 13th April, 1923. [706]

NOTICE.

A. S. WATSON & CO., LTD.

ONE Certificate for 3 Shares Nos. 12692/12693 and One Certificate for 3 Shares Nos. 12696/12697 in the Company, standing in the Name of LI HIN U and CHU U CHEONG respectively have been LOST, and if at the Expiration of One Month from the date hereof the above documents be not forthcoming, other Certificates for the said shares will be issued by the Company and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.
Hongkong, 5th April, 1923. [684]

HOUSING COMMISSION.

THE Undersigned would be glad to receive IN WRITING, on or before the 20th INSTANT, suggestions from members of the General Public in regard to

- (1) The standardization (with the object of reducing the cost of buildings) of (a) designs for houses, (b) fixtures and fittings for houses.
- (2) The reduction of the cost of building materials.
- (3) The use of cheaper or more suitable kinds of building materials.
- (4) The greater employment of labour-saving machines or devices.
- (5) Improved methods for the transportation of building materials.
- (6) Procuring an increased supply of skilled labourers.
- (7) Reducing the number of middlemen.
- (8) Other methods for reducing the cost of house construction.

2.—Measures which should be taken by the Government for promoting any of the above objects.

3.—Measures which should be taken by the Government

- (1) To increase the quantity of housing accommodation; and in particular
- (2) To facilitate the building of more houses for occupation by (a) Persons of moderate means, (b) The working classes.

H. E. POLLOCK,
Chairman, Housing Commission.

Prince's Buildings
9th April, 1923. [624]

NEWS FROM THE OLD COUNTRY.

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CORRESPONDENCE. THE "EUROPEAN RESERVATION."

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir,—I would like to know if the following Ordinance is still in force, viz:—

"Ordinance 1. of 1901 as amended up to 31st December, 1912."

"European Reservation" means that portion of the City of Victoria which is situated on the southern and south-eastern side of a dividing line beginning from a point on the Pokfulam Road at No. 1 Bridge, and passing along Pokfulam Road, High Street, Bonham Road, and Chino Road as far as Ladder Street, thence along Ladder Street to the north-western corner of Inland Lot 398, thence along the north-eastern boundary of the said lot and the northern boundary of Inland Lot 574 and bisecting Inland Lot 424, 157 and 94, thence along the northern boundaries of Inland Lots 100, 1050, 122 and 121, thence along Shelley Street and the northern boundary of Inland Lot 125, thence along Chancery Lane, Arbutnot Steps, Wyndham Street, Lower Albert Road, and Ice House Lane, thence along Queen's Road Central and Queen's Road East to the eastern boundary of War Department land, thence along the western boundary of Inland Lots 474, 47 and 1211 until it meets the southern boundary of Inland Lot 1210, thence in a straight line to the north-west corner of Inland Lot 1303, and thence along Wanchai Gap Road and Kennedy Road, terminating at the junction of Kennedy Road with Queen's Road East. The lateral boundaries to be formed by lines drawn southward from the beginning and termination of the aforesaid dividing line until they meet the southern boundary of the City of Victoria. It also includes any such other area as the Governor-in-Council may define and notify in the Gazette.

I will be very glad if any one can inform me if this Ordinance is still in force. If it is, it is quite time for the Government to enforce it; it has been plainly shown that it was the intention to have a European Reservation in Hongkong, and I think it is very wrong that it is not strictly observed.—Yours faithfully,

April 19th, 1923.

THE RENTS ORDINANCE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir,—In a letter in a recent issue of your paper "One of 'Em" says:—

"I will quote a typical case. A certain flat was, on December 31st, 1920, let at \$100 per month. Between that date and December, 1922, several tenants occupied the flat, and each new tenant was charged additional rent, until to-day the present tenant is paying \$150 per month. Now the question in the mind of the present tenant are:—

Question 1.—Should he be charged only the rental value at December 31st, 1920?

Question 2.—If he has been overcharged, can he recover the amount illegally charged?

Question 3.—Has he any access to Government records, which would show the exact rent at December 31st, 1920?"

To the above questions of "One of 'Em" the answer is as follows:—

Assuming that the flat is a furnished flat there is no redress, because furnished flats are not within the protective provisions of the Rents Ordinance.

Assuming that the flat is not a furnished flat, the answers are as follows:—

Answer to Question 1.—Yes.

Answer to Question 2.—Yes, this matter is dealt with by section 17 of the Rents Ordinance, 1922, which reads as follows:—

"Where any sum shall, before or after the commencement of this Ordinance, have been paid on account of any rent, being a sum which is by virtue of this Ordinance or by virtue of the Rents Ordinance, 1921, irrecoverable by the lessee, the sum so paid shall be recoverable from the lessor who received the payment or his legal personal representative by the lessee by whom it was paid, and any such sum may, without prejudice to any other method of recovery, be deducted by the lessee from any rent payable by him to the lessor."

In some instances, but not in all, he would be able to obtain the required information from the Government Assessor for information supplied to the Assessor for rating purposes. In other cases he would have to conduct private inquiries on his own account.—Yours faithfully,

H. E. POLLOCK.

MAY ROAD RESIDENTS AND THE PEAK TRAM.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

Sir,—My sympathies are all with "X" and his letter of the 16th inst. truly sets forth the disadvantages under which he and his co-Mayroadites must exist subsequent to the 1st prox. in the matter of non-stop cars. I have given the points he raises much thought, ever since the new

(Continued at foot of next column.)

THE FIGHTING AT CANTON. "SHOULD BE OVER WITHIN TWO WEEKS."

The Canton Daily News announces that "the Constitutional forces under the central command of Generalissimo, Dr. Sun Yat Sen, comprising Yunnanese, Cantonese, and others friendly to Canton, finally succeeded in recapturing the Kwangtung Arsenal at Shekcheng, from the Kwangsi-ites about four o'clock afternoon of April 18th. The Kwangsi-ites had been driven northward more than ten miles, according to latest reports received from the fighting zone.

Our Canton contemporary says, it is stated to be the desire of the Generalissimo that the present fighting should be over within two weeks. Constitutional forces throughout Kwangtung, especially along the West and the North River districts, have been ordered to attack the Kwangsi troops everywhere.

The Kung Yee Hospital outside the East Gate had received more than 300 wounded men by Wednesday afternoon, apart from the fighting just outside the city.

Fighting, according to reports in the Canton papers, is in progress in four or five other parts of the province.

AN OFFICIAL REPORT.

We received yesterday afternoon the following telegram from Mr. Eugene Chen Secretary to Dr. Sun Yat Sen:—

CANTON, April 17th, 4 p.m.

White Cloud Mountain has been captured by the Yunnanese, who, together with Dr. Sun Yat Sen's other loyal troops, are rounding up the enemy.

The enemy revolt has been definitely crushed. The general view is strikingly expressed by a local newspaper which says:—"Wu Pei Fu's great coup against Dr. Sun Yat Sen has taken place. And it has failed."

A Washington cable to-day states that the United States is considering withdrawal of recognition from the Peking Government, as a reprisal in the Coltan case.

RAILWAY SERVICE STILL SUSPENDED.

There is no news as to the prospects of the re-opening of the through service on the Kowloon-Canton line, which was suspended Monday night owing to the commandeering of rolling stock by the military at Sheklung and Canton. There is one hopeful sign, however, and this is that yesterday telegraph communication between the Kowloon and Canton stations, which had been cut off since Tuesday, has been resumed.

CANTON PASSENGER JUNK WRECKED.

100 LIVES LOST.

In a squall on the morning of the 17th inst. the Canton-Shiuhing passenger junk, *Luen Wo*, at Kau-Hon, West River, and it is reported that nearly 100 passengers were drowned. At the time she had about 300 passengers on board.

The steamers *Saiman* and *Nanning* collided at Samshui during the squall while anchored, the *Saiman* receiving some damage. The *Kwong Foon* broke away from her anchorage and only just avoided a collision with the *Saiman* and *Nanning*. The wind was so strong that serious damage was done to buildings at Samshui, and wreckage was all over the harbour.

schedule became public, and have carefully scrutinised the embankment both sides of the May Road station in the hope of finding some soft landing spot on to which one might safely jump from a non-stop car. There is nothing nearer than the steps at the switch hut, where the inspectors alight, but decent can be effected at that point which ease and dignity. In the event of my suggestion being adopted at any time, I must advise the short walk downwards being carried out quickly, otherwise the oncoming car from above may catch one in the small of the back, pushing one past the required station.

Personally, I am a Peakite but I view with great disappointment the approaching end of the comfort I can now secure by choosing a place in one of the first three rows of the car, when going up for my tiffin, next to a Mayroadite, which allows my spreading for the latter half of the upward journey. I have, at the moment, an attachment for two slim gentlemen of the middle levels of which they wot not.—Yours truly,

O. E.

Hongkong, April 19th, 1923.

WORSHIPPING THE DEAD.

STRANGE RITES AT SOOKUNPOO.

CHINESE RELIGIOUS FESTIVAL TO VICTIMS OF RACE COURSE FIRE

For eight days and eight nights the Valley of Sookunpoo has been the scene of weird ceremonies of which the European population of the Colony, excepting the police, have been in almost entire ignorance. For my part I stumbled on the scene quite by accident. An evening stroll, nothing to do, a crowd of Chinese hurrying "in one direction," I followed. The way led past the prosaic walls of the Victoria School, and on through a muddy field. In the distance there were myriads of electric lights,—in the foreground two kilns with red flames and sparks shooting from them high up into the sky. All round were figures, feeding the flames with bundles of paper. Burning joss sticks encircled the fires, and Chinese women were on their knees, praying.

The sight amazed me, and, curious, I pushed on. I came to dozens of huge matchsticks, and found myself in the midst of a crowd of people, some hundreds of them, obviously out en fête. My eye was caught by one white face, that of an inspector of police who was known to me. I hailed him, and he took me into a matchshed, and introduced me to a Chinese friend. At the invitation of the latter we went in. Here, my curiosity was satisfied.

Many there are who have personal recollections of the great Race Course disaster of 1918, and few people in the Colony do not know of it by hearsay. At that time some six or seven hundred people met their deaths by fire. Nearly all were Chinese. Chinese superstition and religion has it that all who are unfortunate enough to die a violent death, especially if it be by fire, are fated to resolve themselves into evil spirits who will find their way back from the regions of Hades, and visit the houses of their friends and relatives. And with these spirits there will come bad luck. All ill fortune is attributed to them, and in order to placate them, offerings must be made, and the graves must be worshipped. Hence the *Yulan-chu*,—as the ceremony is styled. Also, the period coincides with the festival of Ching Ming, and so at the same time, prayers are made to the various gods, and blessings are asked for. It is as well here to state that these beliefs are not now held by educated Chinese, or indeed Chinese men generally. They are confined almost entirely to the lower classes, and particularly to women. Indeed, during my wanderings, not once did I see a man in the course of prayer, with the exception, of course, of the monks.

Year by year the Tung Wah Hospital Committee organizes a collection among the general Chinese public, and with the funds thus obtained this festival is held.

THE SCENE DESCRIBED.

Long matchsheds are erected at an angle to each other. Other sheds are erected running parallel to the longer arm of the angle. The erections are split up into stalls, and each stall is occupied by a band of monks, or of nuns. They come from the Mainland, principally from round the district of Canton. The nuns are all completely shaven. In the stalls they form themselves into three sides of a square. The top is taken by three leaders, who are most lavishly robed whilst on their heads are borne elaborate crowns. For hours at a time they chant their prayers, the monks or nuns (as the case may be) joining in the chorus. The leaders keep their eyes half closed, and manipulate their hands to make certain signs. Expressions of fervency are on their faces, and they sway their bodies as they chant. The prayers are read from books, but are unintelligible to the congregation. The voices of the priests sometimes rise to a wail. At intervals there are loud bursts of Chinese music, supplied by a band, which makes the fourth side of the square. Cymbals clash, the taut-tan flutes, Chinese flutes send out their piercing cry and eerie tunes are provided by fiddlers.

The priests are dressed in long flowing robes, draped in two colours. Each monastery is represented by a different colour, but the design in them all is simple and effective. Many of the nuns are young girls, some quite handsome. One cannot help feeling the pity of the thing that they should be so shut away from the world for the rest of their lives. Behind them stand other girls, friends of those who died in the great fire, who fan them as a relief from the heat, which is oppressive, for in addition to the crowding of the people and the natural humidity of the atmosphere,

countless joss sticks are burning in front of them, and, before these, women are on their knees praying. All the stalls are alike, with the exception that in each the gods are different. Behind the high priests in each case there is always a god of some description, though each has a different significance. One may be the "god of sons," another the "god of daughters." Men and women worship at these. If they wish for a son, then they pray to the "god of sons," and burn joss sticks before him. If they wish for a daughter, they pray to the "god of daughters," and so on. The decorations of the stalls themselves are elaborate and costly. There is no definite colour scheme. The jumble of paper and wax that one sees on a Chinese funeral chair is reproduced here, but far more lavishly. Yet, on closer investigation, it is seen that there are two main colours, yellow and red. Red is the lucky colour, yellow stands for mourning. White, the funeral colour, is conspicuous by its almost entire absence. My guide told me that after the actual funeral, that colour is never again associated with the deceased.

THE PRINCE OF DEVILS.

A small shed stands isolated from the line of matchsheds. Inside is a weird coloured image. The head is huge, painted vividly, and the mouth set in a ludicrous scowl. It is joined to the trunk in the same way as children sometimes join potatoes with a match. The trunk also is painted. I am told that this was "the prince of all the devils." I resist the impulse to laugh,—rather nobly I think. Before this figure a bunch of joss sticks stands burning. The smell and smoke, choking and nauseous, is blowing around the face of a kneeling woman. Taking but little heed she continues to chant her prayer. Meanwhile she is shaking a small rounded box. Inside this are numerous strips of wood. On each piece of wood is painted a Chinese letter. She shakes the box till one falls out.

She takes this up, and later will pay some one, whom I cannot say, the sum of fifteen cents. Later, at Canton, there will be a draw, lottery fashion, and if she is lucky,—or, rather, if she is favoured by the "prince of devils," she will win a big money prize.

In yet another stall, the wall is full of names. There must be some hundreds. Each name is that of one who perished in the fire. Year by year the relatives come and joss to his or her name. At the same time they pray to it, wishing good luck in the present abode, and imploring the deceased not to leave it to visit them. Here again most of the worshippers are women, and many of them are in tears. Some, I fancy, must be mothers, for in addition to joss sticks, they burn little paper models of children's shoes.

THE GRAND OFFERING.

Between eleven o'clock and midnight the grand offering takes place. Huge crowds flock round the burning kilns. There is a certain amount of waiting. More women are kneeling down and worshipping at the joss sticks than has been the case before. Lying all around are paper models of chairs, complete with bearers, and models of servant girls, concubines, and "boys." There are model rickshaws, with pullers and servants, in some cases motor cars, even a tennis racket, and model tennis balls. On each model there is a name, and at the appointed time, all these, many of them elaborate and costly, are thrown into the flames, to be speedily devoured. The people who send them believe that the chairs, or whatever the offering may be, go down to Hades, and are delivered to the dead ones addressed. Thus they are not left there without servants and chairs, and those that play tennis, or indulge in motoring are still able to enjoy their favourite pastime down below.

This being over, and the whole festival thus at an end, I tried to persuade my companion to accompany me to the graveside. He would not. Later I tried another Chinese and he looked at me, a little frightened. "Devils are rampant to-night," he said. "Surely you would not adventure amongst them at this hour." It was close on midnight, and I tried to persuade him, but without success. He told me stories of ghosts and devils that had been seen during the festival, and issued dreadful warnings against my going to the graves. However, he finally directed me to the spot, and I went alone. My journey was untroubled by ghosts or evil spirits.

THE MEMORIAL.

The victims of the fire are interred about sixty feet above the valley. All are buried together, and the spot is marked by a stone memorial. On either side of the open space are kilns, built to receive and burn offerings of the worshippers. Above are two pavilions, separated by a stone wall, and on this stone wall are engraved the names of those interred there. In English is the inscription, "In memory of those who perished in the Race Course fire on February 28th, 1918." R.G.H.

JUST ARRIVED

BATHING DRESSES

IN

SILK AND WOOL

PERFECT STYLES:
COMBINED WITH NEWEST
DESIGNS AND COLOURINGS

ALSO BATHING CAPS

IN

NEW FANCY SHAPES.

SELECT YOUR NEW COSTUME EARLY
AND "BE IN THE SWIM" THIS SEASON.

LANE, CRAWFORD, LTD.

LANE, CRAWFORD, LIMITED.

EST. 1850.

SHIPHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE MOINNES' NAUTICAL SPECIALTIES.

COLUMBIA
LATEST DANCE RECORDS

LITTLE ROVER	FOX-TROT
PEGGY DEAR	"
I'VE BEEN WANTING YOU	"
THE CLINGING VINE	"
STARLIGHT BOY	"
DEAREST	"
AGGRAVATING PAPA	"
LOOSE FEET	"

AT
ANDERSON'S
POSITIVE WISEMAN'S. Tel. 1322.

Powell
TELEPHONE C. 346.

A WET WEATHER NECESSITY

RAIN COATS
IN THE WELL KNOWN MAKES OF
"ZAMBRENE" AND "AWEATHER"
RELIABLE AND SERVICEABLE

UMBRELLAS
IN A LARGE VARIETY

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.
OPEN SINGLES.

THE FINAL will be played TO-DAY (Friday, 20th instant), at 4.30 p.m., in the ST. ANDREW'S COURT.

O. BUNJAHN & THOMAS LAY
And the Winner will meet the Challenger Mr. NG SZE KWONG on Monday, 23rd instant, same time and place. Admission—\$1 for Members and Non-members. Members may reserve Seats at the H.K.C.C. Pavilion, where a Plan may be seen.

By Order,
E. J. MITCHELL,
Hon. Secretary.

[743]

NOTICE TO CONSIGNEES.

The Steamship "DAGRE CASTLE"
From NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optical Cargo will be forwarded unless notice to the contrary be given before 20th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th prox. or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 19th April, 1923. [742]

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 2, Des Voeux Road. Telephone C. 4306.

SELLERS OF CHINA LIGHTS.
HONGKONG REALTIES.
HUMPHRIES' ESTATES.
RAVEN MINES.
ON LOK YUEN RESTAURANTS.
BUYERS OF CANTON INSURANCE.
HONGKONG CONSTRUCTIONS.
HONGKONG FILMS.
H. & S. BANK.

PROPERTY

In splendid locality near the Public Gardens. [697]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Offices to 1st Floor, of No. 1, DUNDRELL STREET.
XAVIER BROS., LTD.

[717]

NOTICE OF REMOVAL.

WE have This Day REMOVED our Studio to 1st Floor, of No. 1, DUNDRELL STREET.
THE EDISON MUSIC STORE.

[718]

NOTICE.

M. B. F. KRAEMER has been authorized to sign our Firm Per Procuration as from THIS DAY.
GERBLINGER & CO.

Canton, 17th April, 1923. [735]

THE HONGKONG IRON MINING CO., LTD.

MR. LESLIE SOLBE GREENHILL has been appointed Secretary to the above Company vice Mr. MOWBRAY STAFFORD NORRIS, resigned with effect from 7th MARCH, 1923.

By Order of the Board of Directors,
C. P. CHATER,
Chairman.

Hongkong, 18th April, 1923. [741]

MORTGAGE INVESTMENTS WANTED.

Messrs. DEACON, HARSTON AND SHENTON, of No. 1, Des Voeux Road Central, Solicitors, have for Investment the Sum of \$300,000, and are prepared to consider Applications for the Advancement of the same on First Class Mortgages of House Property. [739]

THE HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING will be held at the Company's Office, 67/69, Des Voeux Road Central, on MONDAY, 30th APRIL, 1923, at 12 Noon, for the purpose of presenting the Report of the Directors and Auditors together with a Statement of Account to 31st December, 1922, and electing Directors and Auditors.

By Order of the Board,
E. PEPPERELL,
Acting Secretary.

[719]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the Underwriter on THURSDAY, the 10th MAY, 1923, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1922.

By Order of the Board,
J. B. JARDINE, General Agents.

Hongkong, 19th April, 1923. [738]

INTIMATIONS

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY GENERAL MEETING will be held at the Company's Office, 57/59, Des Voeux Road Central, on SATURDAY, 21st APRIL, 1923, at 11.30 a.m., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1923, and electing Directors and Auditors.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 4th April, 1923. [653]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY the 27th day of MAY, 1923, at 11.30 a.m. o'clock in the Forenoon.

1.—For the purpose of considering, and, if thought fit, passing an Extraordinary Resolution to effect the amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, upon the terms (inter alia) of the acquisition by the Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company.

2.—That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, upon the terms (inter alia) of the acquisition by the Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company, be and the same is hereby approved and that the Directors be and they are hereby authorized to carry the said Agreement into effect with such (if any) modifications either before or after the execution thereof as they may think fit.

3.—A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors to the Company.

4.—For the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the meeting.

A print of such new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors to the Company, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being underlined in red.

Should the meeting approve of such new Memorandum of Association, with or without modification, the subjoined Resolution will be proposed as an extraordinary Resolution, namely:—

(a) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting.

(b) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting.

(c) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of Association of the Company, and in substitution for all the existing Articles thereof.

Should the above-mentioned Resolutions (a) and (b) be passed by the required majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.

Should the second of the above Resolutions (b) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

Dated this 17th day of April, 1923.

By Order of the Board,
L. S. GREENHILL,
Secretary.

N.B.—The necessary steps will be taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 of the Hongkong Land Investment and Agency Company Limited into four fully paid-up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each. [735]

INTIMATIONS

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the offices of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hongkong, on THURSDAY, the 27th day of MAY, 1923, at Noon, for the purpose of considering and, if thought fit, passing an Extraordinary Resolution the following, namely:—

1.—That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, and with a view thereto this Company be wound up voluntarily and that Honore FRAY SMITH of Victoria in the Colony of Hongkong be and he is hereby appointed Liquidator for the purpose of such winding up.

2.—That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, upon the terms (inter alia) of the acquisition by the Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of The Hongkong Land Investment and Agency Company Limited of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of that Company for each share of \$100 each of this Company, be and the same is hereby approved and that the Liquidator be and he is hereby authorized, pursuant to Section 185 of The Companies Ordinance 1911 to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors to the Company.

3.—That the aforesaid 40,000 shares of the Hongkong Land Investment and Agency Company Limited shall in pursuance of clause 8 of the aforesaid Conditional Agreement be allotted as and from the 2nd day of July, 1923, to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the Special Resolution confirming the said Agreement.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place on THURSDAY, the 27th day of MAY, 1923, at Noon, for the purpose of receiving a Report of the Proceedings at the above-mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Resolutions.

Dated this 17th day of April, 1923.

By Order of the Board,
L. S. GREENHILL,
Secretary to the General Managers.

N.B.—The necessary steps will be taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 of the Hongkong Land Investment and Agency Company Limited into four fully paid-up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each. [735]

PEAK TRAMWAY CO., LIMITED.

TIME TABLE

WEEK DAYS.	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.00 a.m.	Every 15 minutes
8.00 "	11.00 "
11.00 "	12.30 p.m.
12.30 "	1.15 "

12.40 "	Non stop
12.47 "	Stopping
12.57 "	Non stop
1.04 "	Stopping
1.12 "	Non stop
1.20 "	Stopping

1.30 p.m.	2.30 "
2.30 "	3.30 "
3.30 "	7.10 "
7.20 "	Non stop
7.27 "	Stopping
7.37 "	Non stop
7.44 "	Stopping
7.54 "	Non stop
8.01 "	Stopping
8.10 "	Non stop

8.50 p.m.	9.00 p.m.
9.20 p.m. to 11.00 p.m.	Every 20 minutes
11.15 p.m.	11.30 p.m.
11.45 p.m.	11.55 p.m.

SATURDAY.

7.00 a.m.	7.10 a.m.
7.30 a.m. to 9.30 a.m.	Every 15 minutes
9.30 "	11.00 "
11.00 "	12.00 noon
12.00 noon	1.00 p.m.
1.00 p.m.	2.30 "
2.30 "	4.30 "
4.30 "	5.30 "
5.30 "	7.10 "

SUNDAY.

7.00 a.m.	7.10 a.m.
7.30 a.m. to 9.30 a.m.	Every 15 minutes
9.30 "	11.00 "
11.00 "	12.00 noon
12.00 noon	1.00 p.m.
1.00 p.m.	2.30 "
2.30 "	4.30 "
4.30 "	5.30 "
5.30 "	7.10 "

7.20 "	Non stop
7.27 "	Stopping
7.37 "	Non stop
7.44 "	Stopping
7.54 "	Non stop
8.01 "	Stopping
8.10 "	Non stop

SPECIAL CARS.

By ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDING, DES VOEUX ROAD.

1st May, 1923. [736]

INTIMATION

IDEAL BEVERAGES

WATSON'S DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and Refreshing.

Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

Phone 436.

Phone 436.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

DEATHS.

LOWE.—At Shanghai, on April 14th, JOHN POLLOCK LOWE (of Messrs. Thomas Macdonald & Co.), in his 70th year.

MOORE.—At Shanghai, on April 15th, DANIEL JOSEPH MOORE, in his 40th year.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 20th 1923

THE COLONY'S "EUROPEAN RESERVATION"

We dare say the members of the Housing Commission will give some thought to the subject of the Colony's so-called "European Reservation," but we can answer at once the question which a correspondent addresses to us to-day as to whether an Ordinance passed by the Legislative Council in 1903, which defines the "European Reservation" in the Colony is still in force. The answer is that it has never been repealed. The term "European Reservation" as it is used in this ordinance, however, does not bear the significance our correspondence probably attaches to it, and is somewhat misleading. What our correspondent quotes is a paragraph from the "definitions" in the Public Health and Buildings Ordinance—an ordinance which occupies some 68 pages in Vol. II. of "The Laws of Hongkong." It is perfectly clear in the ordinance itself that there was no thought or intention on the part of the Government to reserve this extensive area for occupation by Europeans only. Clause 202 explicitly provides that nothing in the Ordinance shall be held to preclude any Chinese or other person from owning or occupying or residing in any lawful domestic building in the European Reservation or Hill District. The term "European Reservation," therefore, applies only to the type of buildings to be erected within the area and to the air space they shall provide for those who occupy them, the intention being to prevent overcrowding, in the interests of public health. Thus, in clause 46 we have it laid down that "every domestic building within the European Reservation or within the Hill District, and any part thereof (with the exception of quarters occupied by servants), which is occupied by more than one adult for every 1,000 cubic feet of clear and unobstructed internal air space shall be deemed to be in an overcrowded condition." Clause 200, relating to the design of buildings, declares that it shall not be lawful to erect any domestic building, other than quarters occupied by servants, within the European Reservation or the Hill District, and no non-Chinese domestic building whether already built or built thereafter within such European Reservation or Hill District shall be divided, with the object of providing for its occupation by more than one person to every 1,000 cubic feet of clear internal space. People used to talk, twenty years ago, when this ordinance was passed, about a "European Reservation" at Kowloon also, though Kowloon's "reservation" is not defined in the Ordinance. But it is pertinent to inquire whether the Public Health and Buildings Ordinance is to-day ensuring for all who live within the so-called "European Reservation" the stipulated 1,000 cubic feet of internal air space for each person in a tenement. The Census Officer's Report, a couple of years ago, opened the eyes of the public to the terrible state of overcrowding which exists in the Colony, and everybody knows, indeed, that the Public Health and Buildings Ordinance is, in this respect at least, a dead letter. What the general body of Europeans in the Colony need are residential areas on either side of the harbour which shall be, in fact, as well as in name "European Reservations"—like that at the Peak, reserved for European residence by a special ordinance since the enactment of the Public Health and Buildings Ordinance of 1903; and until this principle is extended there can be no hope that the European householders of small means will escape the heavy rentals and other inconveniences they have now to endure.

The Captain of the s.s. *Tyndareus* (Blue Funnel Line), has reported that a steward employed on the vessel committed suicide on March 24th shortly after the vessel had left Cebu.

The s.s. *Empress of Australia* which has been lying in mid-stream for some time past has gone into dock to have her keel scraped. She is due to leave port on May 4th with a full complement of passengers.

There will be a Cinematograph Display at the Helena May Institute to-day, Friday, the 20th April, at 5.30 p.m. for members of the Institute, their children and friends. A charge of 50 cents will be made for admission.—Adv.

The latest property deal reported is that Panjab Buildings, Granville Road, Kowloon, have been sold by Mr. Fred Ellis to two Chinese gentlemen, Messrs. Kwan-mo and Chan Tsing-chuen, for \$550,000. The property comprises four houses, and has a total area of 94,000 square feet. The price realised works out at \$7.23 per square foot.

The Bangkok Nursing Home Lottery by which it was hoped to raise a quarter of a million ticals was not a complete success. About seventy-five per cent. of the tickets issued were sold. The first prize of 37,000 ticals fell to a poor Siamese woman; the second of 15,000 ticals was also drawn by a Siamese and the third (7,500 ticals) by a Chinese.

Two coolies were admitted to the Kwong Wa Hospital on Wednesday suffering from knife wounds in the back. They had been stabbed in the back as they were walking along Bulkeley Street, Hunghom, in the evening. The outrage was believed to be a sequel to a general quarrel at a water fountain in the vicinity the night before. There had been a number of men at the fountain, included these two.

Reduced Passage Rates BY P. & O. Messrs. Mackinnon, Mackenzie & Co., the local agents, inform us that the Directors of the P. & O. S.N. Co. have decided that on and after the 2nd prox. the passage rates to London will be reduced from Hongkong to London single ticket and 21/6 for saloon return ticket, available for two years. Likewise 2nd saloon tickets will be reduced to £70 single and £123 return, only to the type of buildings to be erected within the area and to the air space they shall provide for those who occupy them, the intention being to prevent overcrowding, in the interests of public health. Thus, in clause 46 we have it laid down that "every domestic building within the European Reservation or within the Hill District, and any part thereof (with the exception of quarters occupied by servants), which is occupied by more than one adult for every 1,000 cubic feet of clear and unobstructed internal air space shall be deemed to be in an overcrowded condition." Clause 200, relating to the design of buildings, declares that it shall not be lawful to erect any domestic building, other than quarters occupied by servants, within the European Reservation or the Hill District, and no non-Chinese domestic building whether already built or built thereafter within such European Reservation or Hill District shall be divided, with the object of providing for its occupation by more than one person to every 1,000 cubic feet of clear internal space. People used to talk, twenty years ago, when this ordinance was passed, about a "European Reservation" at Kowloon also, though Kowloon's "reservation" is not defined in the Ordinance. But it is pertinent to inquire whether the Public Health and Buildings Ordinance is to-day ensuring for all who live within the so-called "European Reservation" the stipulated 1,000 cubic feet of internal air space for each person in a tenement. The Census Officer's Report, a couple of years ago, opened the eyes of the public to the terrible state of overcrowding which exists in the Colony, and everybody knows, indeed, that the Public Health and Buildings Ordinance is, in this respect at least, a dead letter. What the general body of Europeans in the Colony need are residential areas on either side of the harbour which shall be, in fact, as well as in name "European Reservations"—like that at the Peak, reserved for European residence by a special ordinance since the enactment of the Public Health and Buildings Ordinance of 1903; and until this principle is extended there can be no hope that the European householders of small means will escape the heavy rentals and other inconveniences they have now to endure.

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CABLES.

LATEST CABLES.
[THROUGH RUSSIA'S AGENCY.]

IRISH REBELLION.

VATICAN REPRESENTATIVE HAS NO HAND IN PEACE SETTLEMENT.

London, April 18th.

Freeman's Journal dismisses Monsignor Luzzo, (Vatican representative) as a factor in the Irish settlement and declares that his private business in Ireland has ended. He had no mission to the Free State Government, and did not carry credentials appropriate for such a purpose. The article adds that apparently it was thought in some quarters that under shelter of the Monsignor's robe, the Rebels who had been warring upon the Irish people and Government would be set up as a political party, to be placated by agreements and compromises over the people's heads and behind the people's backs. Monsignor Luzzo would make a disastrous mistake if he gave countenance to any such intrigue. The paper concludes by saying that when the Rebels attack their arms and observe obedience to the nation's laws, they can have peace.

The article has attracted attention, because it is supposed in some quarters to represent the Government's views.

A cable message dated April 11th stated: "An early and important development of the Irish situation is anticipated as the outcome of informal conversations between the members of the Irish hierarchy, exploring peace proposals. The conversations have culminated in a long meeting of Bishops in Dublin to-day, presided over by Cardinal Logue, and attended by the Vatican representative, Monsignor Luzzo."

ONLY DE VALERA LEFT.

London, April 18th.

The capture of Dan Breen leaves De Valera as the only outstanding Republican at large.

ROYALTY AND LABOUR.

DUKE OF YORK VISITS UNION HEADQUARTERS.

London, April 18th.

"Let me take you inside, Sir, and initiate you into the details of this Bolshevik organisation," was the greeting of Mr. Brownlie, President of the Amalgamated Engineering Union, when H.R.H. the Duke of York as President of the Industrial Welfare Society, visited the headquarters of the union at Peckham. The Duke of York laughed heartily and shook hands with the members of the union's executives.

Mr. Brownlie, in a speech, said that this was the first time Royalty had visited a trade union headquarters. He explained the activities of the union in order to show that the benefits conferred were in nowise chiefly connected with strikes, and handed the Duke of York copies of reports, saying, "Read them some pleasant Sunday afternoon."

The Duke of York replied, and then toured the buildings, questioning the officials as regards details, Mr. Brownlie continuing to supply information, including the fact that every union card was indexed.

BRITAIN AND THE RUHR.

BRITISH LABOUR DELEGATION'S REPORT.

London, April 18th.

The report of the British Labour Delegation, which has investigated the situation in the Ruhr area, suggests that Great Britain should take the initiative and form a frank statement of policy. France and Germany should be asked to submit proposals for reparations security to an international tribunal. The report thinks that if the French, Belgians and Germans are left to themselves they will, sooner or later, fight out the crisis, with terrible and incalculable consequence.

STEEL INDUSTRY.

SUGGESTION TO END "DESTRUCTIVE COMPETITION."

New York, April 18th.

The steel magnate, Schwab, addressing the British Chamber of Commerce, advocated an agreement between the steel manufacturers of Great Britain, France and the United States, in order to end the destructive competition on foreign markets.

LATEST CABLES.
BUDGET DEBATE.
CRITICISM REGARDING SUGAR DUTY.

London, April 18th.

In the House of Commons, replying to the criticism that he should have made a reduction on sugar before beer, Mr. Baldwin pointed out that the rise in the price of sugar from 10s. 6d. per hundredweight, fifteen months ago, to 30s. 3d., was owing to the prospective shortage in sugar. The slightest increase in demand might easily cause a panic, and send up prices far beyond that. He thought that in view of increased continental sowings there should be cheaper world sugar by the turn of next year, and when that came was the time to reduce the duty. The whole of any reduction made now would go straight to New York.

INTER-ALLIED DEBTS.

NOT DEPENDANT ON REPARATIONS.

London, April 18th.

Lieut.-Col. Howard Bury (Conservative) suggested that the Government invite the nations concerned to a conference in order to settle definitely the question of inter-Allied debts. He declared that it was impossible to fix the amount of reparations from Germany until the Allies definitely agreed on the amounts of debt they would be called on to pay.

Mr. A. Baldwin (Chancellor of the Exchequer) replied that he did not think anything would be gained at present by such a conference. The amount of reparations to be demanded from Germany was the greatest possible payment she could make. Reparations did not depend on the amount of inter-Allied indebtedness.

AN UNDESIRABLE ALIEN.

JIM LARKIN TO BE DEPORTED FROM AMERICA.

Washington, April 18th.

The Department of Labour has ordered the deportation of Jim Larkin as an undesirable alien.

INDUSTRIAL DISPUTES.
BRITISH AGRICULTURAL OUTLOOK BRIGHTER.

London, April 18th.

A joint meeting of the Norfolk agricultural dispute representatives has reached a provisional basis for settlement.

STORM BREWING IN TYNE SHIPYARDS.

London, April 18th.

A storm is brewing in the Tyne shipyards, where the employers are posting 128,000 notices regarding boiler makers, plumbers, and joiners, to become effective on April 30th, in consequence of a sectional refusal to accept the terms of the recent agreement, signed by the Ship Building Federation on behalf of all unions.

INDIAN JUTE WORKERS ON STRIKE.

Calcutta, April 18th.

Jute workers numbering 13,000 are striking at the Gouripin and Nuddea mills.

EARLIER CABLES.
DUNDEE JUTE DISPUTE OVER.

London, April 18th.

The dispute in the jute trade, which closed all the mills at Dundee for eight weeks, has been settled, and the mill will resume operations on Friday.

LATEST CABLES.
THE INDIAN OUTRAGE.
ABDUCTED GIRL IN NEUTRAL TERRITORY.

Rawal Pindi, April 18th.

The abducted girl, mentioned in a cable message dated April 14th, has been located in independent territory to the north west of Kohat, inhabited by Afridis and Orakzais. It is understood that a number of Afridi headmen have gone out to recover the girl. It is believed that she is being held for ransom, but hope is entertained that she will be rescued in three days.

HOME FOOTBALL.

London, April 18th.

Following are the results of Wednesday's First Division League matches:—
Middlesbrough 3, Sunderland 0.
Bolton 1, Liverpool 1.

EARLIER CABLES.
IMPERIAL TRADE.
REPARATIONS AND ALLIED DEBT PROBLEMS.

London, April 18th.

At the conference of the Association of British Chambers of Commerce, in London, the president, Sir Shirley Henn, emphasised the need for Britain seeking in the British Empire compensation for the loss of the old European markets. Settled trade with the Continent was not to be expected for many years. The Association must see that the Imperial Economic Conference proved prolific of achievement.

Mr. A. Balfour, the president-elect, moved a resolution, which was adopted, urging the convocation of a meeting of business men and financiers to consider independently the settling of the reparations problem, declaring that the security of France against aggression, to which she was justly entitled, should be settled apart from the question of reparations. Mr. Balfour said he believed that Britain eventually must assert herself as regards the best means of securing German reparations.

In the course of the discussion the Liverpool delegate said that France had lost four million tons of coal by her action in the Ruhr. Moreover, her army in the Ruhr was costing five millions sterling monthly which otherwise should be going towards the debt France owed Britain. Another resolution was adopted which urged the Government to settle the question of Allied debts fearlessly and boldly, as it had done with the American debt.

ITALIAN POLITICS.

FASCIST "A PASSING PHASE."

Rome, April 18th.

The resignation of Cavazzini and others on April 17th marks the first Cabinet difficulty since the advent of Signor Mussolini, and is the outcome of a difference of ideas between the Fascists and the Catholic Congress on questions of imperialism, the State, and proportional representation. It seems that the Catholic popular party desire to preserve separate identity as they are not aware how long the present dictatorship is likely to last. Signor Mussolini, despite recent advances towards Catholicism and a rapprochement with the Vatican, apparently intends to insist on the Cabinet members carrying out the Fascist programme. The Catholic Congress resolutions referred to the present Government as "a passing phase of Italian politics," whereas Signor Mussolini, reviewing the Milanese Fascists, bade the commanders "keep ready to respond at any moment to my appeal for the next inexorable development of our revolution."

LENIN TO RESUME HIS LABOURS.

Riga, April 18th.

A message from Moscow states that Kamenoff told the Communist congress that Lenin is now out of danger and hopes eventually to return to the political arena. His illness was due to overwork.

SIMPLER CUSTOMS FORMALITIES WANTED.

Geneva, April 18th.

The Council of the League of Nations has decided to invite the Irish Free State, Germany, the United States and Mexico to attend the conference at Geneva on simplifying customs formalities.

THE SOUTH AMERICAN NAVIES.

Santiago de Chile, April 18th.

The new Chilean proposal to limit the naval armaments of Latin American countries to sixty to eighty thousand tons, thus virtually maintaining the *Statos Quo* as regards capital ships, is now being considered by the technical experts of the Pan-American Conference.

ANOTHER SLUMP IN MARKS.

London, April 18th.

A feature of the exchange market was the fall of the mark to 140,000 to 150,000 to the pound sterling. It later rallied to 125,000 to 130,000. French francs consequently fell to 71.50, but recovered to 70.90.

Berlin, April 18th.

The severe fall of the mark is attributed to the withdrawal of the Reichsbank's recent stabilizing measures, and the purchase, instead of the sale, of foreign currencies. The industrialists also need foreign raw materials.

RUSSIAN GRAIN EXPORTS.

GERMANY TO TAKE ONE-THIRD.

Hamburg, April 18th.

According to a statement by Zinovieff at the Communist congress in Moscow, the Russian grain exports hitherto total 101 million pounds. It was stated that negotiations have been opened with the German Government for the delivery to Germany of one-third the quantity of grain available for export in 1935.

AUSTRALIA WITHDRAWS FROM TENNIS CONTEST.

Melbourne, April 18th.

Owing to the inability of Messrs. Patterson, Anderson and O'Hara Wood to make the journey, it has finally been decided that Australia will not be represented in this year's Davis Cup tournament.

BAVARIAN NATIONALISTS.
GOVERNMENT WILL REPRESS ANY EXCESSES.

Berlin, April 18th.

Disquieting reports are to hand of Nationalist activities in Bavaria. An organisation styled the Reichsfeldge recently paraded at Aachen before General Ludendorff, some members of the Reichswehr participating. The Bavarian Minister of Justice has left for Berlin to request the Government that the Reich should not aggravate the position of the Bavarian Government by the issue of warrants for the arrest of the Nationalist leaders. The Bavarian Minister of the Interior, referring to the manoeuvres of Nationalist organisations, assured the Diet that the Government was strong enough to repress any excesses, and refused to intervene to protect the two Nationalist editors for whose arrest the Supreme Court at Leipzig has issued warrants, declaring that they had seriously insulted the President of the Reich.

AEROPLANE RECORDS.
FINE PERFORMANCES IN AMERICA.

Dayton Ohio, April 18th.

Lieutenants Macready and Kelly, starting in a Fokker monoplane on Monday, landed yesterday evening. They were aloft continuously for 2,181 minutes, twenty seconds, covering 2,541 miles, which is a new world record for sustained flying. They have also eclipsed the records for the 2,500, 3,000, 3,500 and 4,000 kilometres, their respective times being 1,397 minutes, three seconds; 1,561 minutes, thirty-two seconds; 1,823 minutes, fifty-one seconds; and 2,106 minutes, thirty-eight seconds. Lieutenant Harris in a De Havilland 4B biplane flew for 653 minutes, averaging 114 miles an hour, breaking the French records for the 1,500 and 2,000 kilometres.

LAUSANNE CONFERENCE.

RUSSIA NOT INVITED.

London, April 18th.

In the House of Commons, replying to Comdr. Kenworthy, Mr. Ronald McNeill said that Britain, France, Italy, Japan, Greece, Yugoslavia, Rumania, Belgium, the United States and Turkey had been invited to the resumed Lausanne conference. There was reason to believe that the United States had not been invited for the same purpose as on the last occasion. Russia had not been invited because the Allies and Turkey had agreed to the terms of the draft Straits Conventions, concerning which Russia had been invited previously.

EUROPEAN TRAIN WRECKERS.
HEADQUARTERS AT BERLIN.

Brussels, April 18th.

The enquiry into the attempts at train wrecks on the frontier has revealed the existence of an organised band with headquarters at Berlin. After the explosion yesterday, shots were exchanged in the darkness between troops and train wreckers lurking in the woods. A number of suspects have been arrested. They carried knapsacks containing several days' supplies of food.

RECENT MISHAPS TO THE PRINCE OF WALES.

PRESS COMMENT.

A field of nine ran for the Maltan Hunt Open Steeple Chase at Burton Lazars, on March 25th, when H.R.H. the Prince of Wales, who rode the Australian prosecution horse Kinlark, finished fourth. The winner was Culprit, ridden by Captain Bennett, who rode the winner of the last Grand National. The Prince competed for the first time against professional jockeys in the open race. Jack Anthony, being among the riders, Kinlark, the Prince's mount, lost ground half way, and was once 200 yards behind, but spurred a good fourth. The betting was two to one against Culprit (favourite), and five to one against Kinlark. The Prince was given an ovation by the crowd. H.R.H. also competed in the Ladies' Purse. According to the papers, Little Christy, the Prince's mount in the Ladies' Purse, was brought down at the first fence by Sandown, which caused the Prince in his six unsuccessful efforts to get Little Christy over the seventh jump. Finally he gave it up.

Recent mishaps to the Prince in the hunting-field, and in point-to-point races are beginning to excite comment. The *Evening Standard* says the season for these things is fortunately ending, but before the autumn the Prince and his advisers ought to consider whether it would not be advisable for him in his position of special responsibility to confine himself to hunting and leave jumps to other people.

The *Star* declares that public uneasiness is becoming acute, and accentuates the question of whether the Hereditary Prince, whose pluck is admitted, is justified in taking such risks.

HANDICAPPED BY CROWD'S ENTHUSIASM.

A hunting correspondent, writing to the papers with reference to the public uneasiness at the Prince of Wales' racing exploits and to the criticism of his horse-manship, says with reference to the accident at Abertford that the Prince of Wales, who watched the first three races almost unobserved among the spectators, rode a difficult horse with judgment and determination, and that it was mainly due to the enthusiasm of the crowd that he came to grief at a brook. His mount, the Prince had difficulty in getting him round and avoiding the spectators, with the result that the horse shied at the cheering spectators, and saw the water too late.

HOW WE RISKED LOSING THE WAR.
POLITICS & STRATEGY.

SIR W. ROBERTSON'S STRIKING D.S.C. SURES.

Some interesting revelations about discussions between the military leaders and the politicians at various crises of the war were made by Field Marshal Sir William Robertson in the course of a lecture on "Policy and strategy" at the Royal United Services Institution recently. There was a plain-spoken reference to Sir William Robertson's own differences of opinion with Mr. Lloyd George. He pointed out three-quarters of an hour a great variety of opinions lessons of the war, and chapters in its inner history.

Sir William Robertson began by taking the Salonika campaign as an illustration of his point that unless there is the closest concert between policy (the object of the Government) and strategy (the action taken to achieve that object) victory in war was almost entirely a matter of chance. To the absence of harmony between the two was due most of our military disappointments, and, of course, soldiers must bear part of the responsibility as well as Ministers.

Salonika was the most persistent and exasperating of the problems which brought Ministers and soldiers into conference during the war, not only because policy and strategy were utterly at variance, but no durable agreement was ever reached on either question either by the French Government or by our own. He sketched the history of the campaign, pointing out the conflict of opinion between the French, who wished to concentrate a very large army at Salonika to compel Greece to join us and perhaps to put Bulgaria out of the war, and the British, who wished to stick to the original agreement to bring the troops away when the original intention of helping Serbia had failed.

The British view was that the better plan would be to try to re-establish the influence of the Entente in the Balkans by beating the Austro-German main armies on the chief fronts. That was a thoroughly sound policy, but, as often happened, a compromise was effected, and the Salonika army was reinforced by drawing men from the Western Front and given the job of protecting Salonika. No political or military intention of any kind was formed then as to the use of the expedition and it was upon that ambiguous basis that the expedition assumed permanence. More troops were afterwards sent at the request of France and Russia, but very reluctantly by our Government, knowing they would do no good, and they did not.

The same differences of opinion went on almost to the end of the chapter. French Headquarters never really believed in the expedition, but supported it to please their Government, and British Headquarters always opposed it, but remained in Salonika more with a desire to maintain and reinforce a unit military result. It was a great pity good relations could not have been obtained in some other way than by locking up from 300,000 to 400,000 troops in a malarial district where they could do nothing useful. That showed the evils of a divided policy.

HOW WE GOT TO MOSUL.

The Mesopotamia campaign showed the consequences when policy was allowed to develop regardless of the available military means for enforcing it. Beginning with the despatch of a division to look after our oil interests in the Persian Gulf, we eventually reached Mosul. "We are at Mosul to-day, longing to get away because of the expense and the trouble of holding it," (Laughter).

Sir William commented dryly on the findings of the Royal Commission which, he said, put the responsibility of the first unfortunate attempt to reach Bagdad upon the late General Nixon, and last of all upon the Cabinet. (Laughter.) Wherever the responsibility lay the fact was that policy was allowed to override strategy to an unpardonable extent.

This was still more the case in the Palestine operations in 1918. The General Staff held that in secondary theatres like Palestine we must adopt a defensive role so as to get as big a concentration as possible in France where, as all the world knew, the enemy was building up a great attack, which was his last chance of snatching a victory. Mr. Lloyd George would have none of that advice. He insisted that the operations should assume an offensive role so as to put the Turkish armies out of the war once and for all. Even the Executive Committee of the Supreme War Council, which had been created by Mr. Lloyd George's own efforts, eager as it was to further his military plans had no alternative but to say that the Western Front must first be made absolutely secure. The Committee discreetly refrained from saying what was required to make it secure, leaving that responsibility to others.

A SCENE AT VERSAILLES.

The fears of the General Staff proved only too well founded, and when the attack was made every unit that could be scraped together in Palestine and spread was sent to the Western Front, where officers and men rose to the occasion and retrieved the most difficult situation that had arisen since the Mons retreat.

"Knowing how very detrimental the Palestine enterprise was to the general situation," went on the Field Marshal, "I very strongly opposed it at Versailles when Mr. Clemenceau looked round and asked if any one wanted to make any observations. Mr. Clemenceau also opposed it, and eventually it was decided that no troops should be taken from France and sent to Palestine. But, unfortunately, none were brought away at the time."

George and asked him whether if the experts present at the War Council did not express dissent he would assume they assented. He replied "certainly." (Loud Laughter.)

THE MINISTER WHO KNEW EVERYTHING.

This was an example of the dilemma in which military and naval advisers might find themselves if Ministers were trying to push plans of their own, especially if they were not very particular how they did it. If a military adviser knew a plan was bad and kept silence there would be disaster if he was correct and he would be blamed for not speaking out. "If he protests, as I did at Versailles, his relations with the Minister become impossible, and he may still fail to prevent the wretched plan from being carried out as I did. Personally I think that whatever the consequences are the adviser should state plainly what he thinks. If he does so it is very seldom that a Minister will wish or desire to override his opinion. I only came upon one Minister in the war who thought he knew more about military affairs than those who had made a lifelong study of them." (Loud Laughter.)

Sir William Robertson's next point was the importance of stability in policy and strategy. Ministers, he said, did not always understand the dangers of frequent change of plan, and it was very difficult for soldiers to make them understand it. The land operations of 1917 suffered greatly from this cause. At the end of 1916 the military Chiefs decided upon a plan for the following year, that of keeping up the pressure in the winter, and starting an offensive as early as possible in the spring on all fronts.

Then two important events happened. Mr. Lloyd George followed Mr. Asquith, and Nivelle replaced Joffre. Both Mr. Lloyd George and Mr. Brandt disliked the idea of further heavy fighting on the Western front. Mr. Brandt wanted to send more troops to Macedonia and Mr. Lloyd George wanted to send troops to Italy to attack Austria. He put forward his plan at a conference in Rome on his own initiative, and that was the first the British General Staff heard about it. (Laughter.) General Cadorna was instructed to work out the details and to say what reinforcements he would need from France.

On the way home from the conference the British and French representatives were met by General Nivelle, who said that he had been making a plan which required on the Western front all the British and French troops possible, and that the plan involved no more heavy casualties. That plan was accepted. General Cadorna weighed in with his plan, to be told it was off. When Nivelle's plan failed to bring success the Austrian plan was again trotted out, but it did not materialise. The change of plan was a very difficult for those who had to supply the wants of the many theatres of war.

GENERAL STAFF'S OMISSION.

Sir William Robertson's final point was that strategy must keep pace with policy in peace. Long before 1914 everybody knew that we were moving towards a Continental war, but we were still maintaining an army very much below Continental standards. It was said that the nation would not stand anything like universal service, but some effort might have been made to introduce some form of latent conscription which would have been of the greatest help in 1914. It was the duty of the General Staff to have insisted to the Government authorities that the existing system would not be sufficient for the war which loomed ahead. The Government would then have known where it stood. As no specific representations of this kind were made the Government could justly complain that they were not well served, but if the profession did inform the Government of the position and if in their honest opinion the security of the Empire continued to be imperilled it would be for them to say whether it was consistent with their duty and conscience to continue in office. His experience was such that a united and determined opinion was presented by the military advisers and Ministers were left with two or three different and flabby opinions from which to select.

In the last part of his lecture he discussed in an interesting way the relations of the military experts in the civil Government, remarking that the profession must hold out against inducements from Ministers to accept half measures, which however attractive would inevitably lead down a slippery slope to perdition. Speaking on the changed conditions of modern warfare, he said that Ministers' responsibility nowadays even extended to the battlefield, as when the French Ministers collected their generals and discussed Nivelle's plan, or when the British War Cabinet questioned the disposition of Foch on the eve of his counterstroke in 1918.

Admiral Sturdee, who presided, said that within thirty years the war with the Government was abandoned in Heligoland without, he thought, consulting the Admiralty. The statement of 1914 wanted to attack Heligoland at once, but luckily the naval position was strong enough to prevent such a culpable waste of ships. If we had attacked Heligoland we might have lost our naval supremacy, and might also have lost the war.

PRESS GALLERY BLUNDERS.

Many M.P.'s speak so indistinctly that reporters in the Press Gallery cannot hear what they say. This causes amusing blunders occasionally, says the *Pall Mall Gazette*. For example, the famous saying of Drummond, the Irish Under-Secretary, "Property has its duties as well as its rights," appeared in print as "Property has its duties for which it fights." "Great is Diana of the Ephesians!" once exclaimed Sir William Harcourt, in the course of an onslaught on Mr. Chamberlain, but a provincial paper gave the quotation as "Great Diana, what a farce this is!" Dr. Mege, who said in the House of Lords that "drunkenness is jolly," but, of course, what he did say was that "drunkenness is lily." Mr. Swift MacNeill once quoted in the House of Commons the judicial declaration of the late Baron Dowse, of the Irish Bench, that "The resident magistrates could no more state a case than they could write a Greek ode," and it was rendered by a reporter as "The resident magistrates could no more state a case than they could ride a Greek goat."

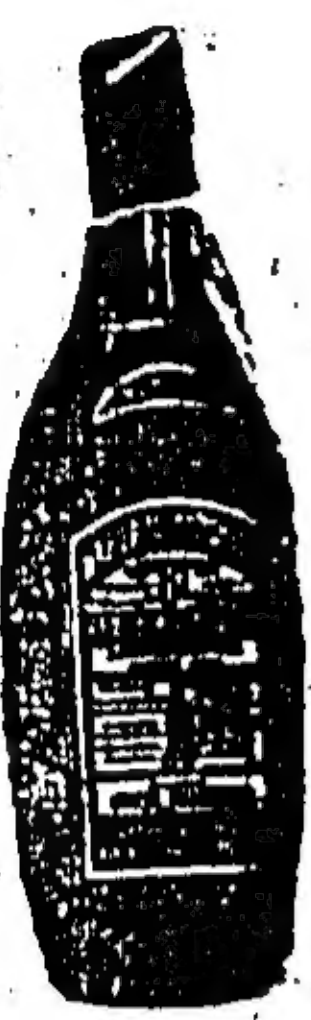
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Blanche Marchesi has written a fascinating autobiography, full of excellent anecdotes and splendid advice, and telling picturesquely the wonderful story of great singers from the days of Manuel Garcia I.

The concert at court, as related by the authoress, throw interesting sidelights and make good reading. When singing before the Queen at Balmoral, the Duchess of Connaught was so satisfied that she laughingly asked, "Madame Marchesi, the Queen has been made so happy by your songs, now what can I do to make you happy?" To which Madame answered, "Oh, that is very simple. I would like to hold a King of England on my knee." The wish was gratified, the Royal children being invited next day to tea.

The most delightful moment appeared to me the end of the tea, when the head nurse said, "Now, Prince Eddie (the present Prince of Wales), say your grace," and the little Prince religiously closed his eyes, lifted his hands up, and said, "Oh, my good Lord, I thank you for the good tea," and turning round to the nurse, added, "Can I have a little more?" To which the nurse answered, "No, Prince Eddie; you have had quite enough. You must not say that."

No seems, as a child, to have said the most delightful things, of which several came to my ears, and the one I remember and cherish the most was when he was asked, "What will you do when you are king?" and he answered—quite a little later he was—"When I am king there will be in my country no sin, no bearing reins for horses, and no puppies' tails cut."

Princess Beatrice was considered by Madame Marchesi to be the most musical of Queen Victoria's children, and on one occasion, when her accompanist, Dr. H. Bird, had left and another concert was desired, the Princess rehearsed twelve pieces and accompanied them faultlessly in the evening, to the great joy of the Queen.

The late King of Belgium, Leopold had no ear for music, and it is recorded that, watching one day the playing of the "Brabançonne," his national anthem, he said to his secretary, "Well, this time I have got it: this is the 'Marseillaise'." Another time, hearing the "Marseillaise," he exclaimed, "Now I am sure I am right: this is the 'Brabançonne'."

MANNERS AND MEN.

The praise of past times has no difficulty in finding in present-day life ground for the complaint that manners have deteriorated. He sees children treating parents and elders no longer with an awful and distant respect, but with a tolerant and almost patronizing friendliness; he finds men slangy and familiar in the company of women, and women no less slangy and familiar in the company of men. The sexes struggle with little give and much take for the crowded train or omnibus; it cannot be assumed that a man will offer a standing woman his seat, or that she will take it, and thank him for it if he rises to the height of the sacrifice. If manners were merely the equivalent of ceremonious deportment, the criticism could hardly be gainsaid. The criticism, indeed, seems to imply that manners are valuable in and for themselves, and that they are capable of direct and separate acquisition. There is a good deal to be said in support of such a view. Lack of manners can certainly cause much discomfort, and even much pain. It is little relief to the man or woman suffering under neglect or affront to be told that the offender has a good heart, or that it is in the right place. Even beyond any such negatively-grounded desirability, good manners have a positive value. They tide over many a painful situation, smooth many a rough passage, turn many an awkward corner. Tennyson's King Arthur even ranked courtliness with—

And love of truth, and all that makes a man.

In a sense, too, manners may be taught. Few of us are without vivid childish recollections of the process: few, even as adults, have not come across the social guidance book which tells how many ways to leave when calling, how to answer kind invitations correctly in the third person, and how to restrain oneself from undue familiarity with the lady who drops her parcel in the street. But all that is hardly the conclusion of the whole matter. The critic is still in the outer courts. Ultimately, manners have no real significance and no truth, apart from the character of which they are the outcome and the expression. They are no make-downs, externally fashioned and applied to cover any sort of body. They are not even suits made to measure. For they are not put on from without, but grow outward from within. They are, in short, the product of personality. Their appearance may, indeed, be aped temporarily. The outside of the cup and the platter may be washed; the sepulchre may be whitened. Such devices may for a time serve to cloak the unpleasant realities within, but only for a time. In the last resort, good manners draw their life from thought for others and postponement of self. Only in that soil do they spring spontaneously. In any other, however carefully planted, they have no root, and wither away. The critic of manners, to be justified of his criticism, must push his indignation back beyond the veil of outward show, and confront the spirit which dwells within. Though we have it or highly respectable authority that "Manners maketh man," the greater truth is that it is the man that makes the manners.

Interesting details are given concerning a giant ship, Z.R.I., now being built for the United States Government. The new dirigible will, it is claimed, be shell-proof, and will carry non-explosive gas in twenty separate sections.

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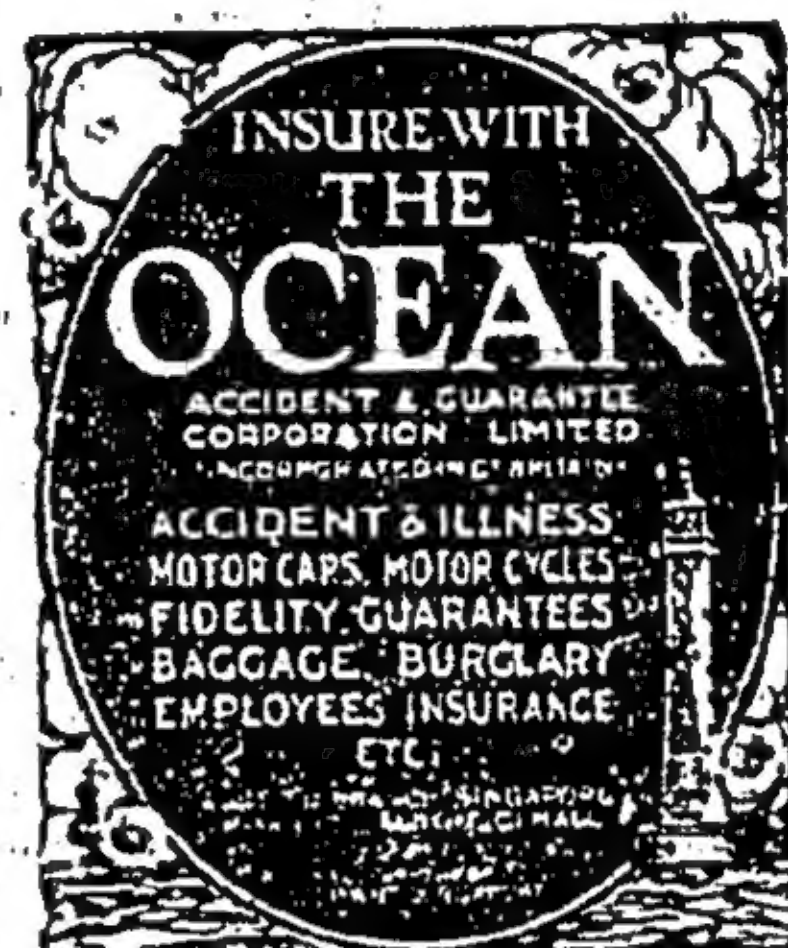
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HONGKONG TIDE TABLE

From April 20th to 26th, 1923.

HIGH WATER				LOW WATER			
Day of Week	Days of Month	H'kong Standard Time	Height	Day of Week	Days of Month	H'kong Standard Time	Height
Fri.	20	10 58	6.5	Fri.	25	11 51	3.3
Sat.	21	10 54	6.4	Sat.	26	11 51	3.3
Sun.	22	11 51	6.5	Sun.	27	11 51	3.3
Mon.	23	11 51	6.5	Mon.	28	11 51	3.3
Tue.	24	11 51	6.5	Tue.	29	11 51	3.3
Wed.	25	11 51	6.5	Wed.	30	11 51	3.3
Thur.	26	11 51	6.5	Thur.	31	11 51	3.3

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TJIBODAS	JAPAN	19th April	1st April	BILLITON & BATAVIA
TJIBONDARI	JAVA	23rd April	28th April	DALRY
TJITAROEM	SHANGHAI and NORTH CHINA	25th April	30th April	BANKA, BILLITON & BATAVIA

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SS. "OLDEKERK" ... 15th June.
SS. "ZOSMA" ... 3rd July.

Sailings to Europe.

Steamers	For	Sailing on or about
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	25th Apr.
"OUDERKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	25th May
"OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th June

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Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Chile"	4th May	20th May
M/S. "Malaya"	10th June	10th June
M/S. "Panama"	10th July	17th July
M/S. "Bolivia"	25th July	17th August
M/S. "Australia"	25th August	31st August
M/S. "Java"		30th September

Subject to change without notice.
For further particulars please apply to—

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A ROYAL DAY. LANDING OF QUEEN ALEXANDRA. MEMORIES OF 60 YEARS AGO.

This is the anniversary of the day, Saturday, March 7th, 1863 (says *The Times*) when the Princess Alexandra of Denmark landed in England for her marriage to the Prince of Wales. It was a day of extraordinary happiness, when the Princess, in her radiant young beauty, first captured the heart of the British people.

The *Times* of Monday, March 9th, 1863, is a production of absorbing interest to every one possessing the historical sense. All three leading articles are devoted to different aspects of the Royal marriage, and one of them makes the curious suggestion that posterity will perhaps consider the country celebrations even more remarkable than those in London.

But that Saturday was London's Day. The twenty columns of descriptive reporting, which show the Princess's arrival at Gravesend, her reception by the Prince and their progress through the City to Paddington Station and so to Windsor, certainly bear the test of time. The narrative is simple and straightforward but never dull, nor is its dignity lessened by the obvious enjoyment of the writers in their work. We do not miss the flourishes of headlines and cross-headings with which modern ingenuity would decorate the story of a similar Royal progress to-day. The essentials of good reporting, which are permanent, are all there. This is how the Princess looks when the Royal yacht comes in to Gravesend—

A CORDIAL RECEPTION.

She was dressed entirely in white, with the exception of a few light-coloured flowers in her bonnet, and wore what was apparently a very warm white shawl. Her colour was heightened as if by nervous excitement, but there was an expression of pleasing astonishment at her reception which was unmistakable and she did not, or perhaps could not, check the frank display of wondering pleasure with which she looked from side to side, bowing her acknowledgments, and every now and then speaking earnestly to her mother, who stood near her.

Occasionally as the port side spectators grew deafening in their cheers—as a gentle reminder that they were there as well as the visitors on the pier—she went to that side also, but, as may be guessed, her appearance did not stop the cheering. No, nothing did, till she withdrew at intervals altogether, but not for long. Her white-bonnet and delighted face were soon to be seen peeping round from some unexpected widow, when in a second she was discovered and cheered till she came forward and bowed and had to go to another.

The portraits of herself and the Prince of Wales together which were taken at Brussels are precisely like her. The Paris photographs, taken from a painting done more than a year ago, not only are not like, but do her an injustice, inasmuch as they render nothing of the expressions of thorough good nature and good humour which beam from her countenance, and light it up into a look which is almost fascinating when she speaks.

THE PRINCE'S KISS.

The meeting with the Prince, and his hearty kiss of welcome, were witnessed by innumerable spectators. First we are shown the Prince, "his face radiant with happiness," ready to board the yacht. Then—

The Princess watched his coming from the window, but, as he neared the vessel, first came to the door and then, after a moment's hesitation, went out upon the deck towards the Prince, who hurriedly advanced, and removing his hat, gave her an earnest, hearty kiss, in the presence of all the assembled thousands, who thereupon went into such ecstasies of delight and applause as made the shores of the river ring again.

The Princess, before landing changed her dress for a mauve-coloured silk which "made her look less youthful than when she wore white only, and her hair, smoothed down on either side of her forehead, took away partly from the almost childish expression with which she appears in her portraits."

On the pier-head there was a ludicrous incident. A general officer, whose name is mercifully withheld, trod on the skirt of her robe and brought her up "with a jerk," and the Prince also. The happy pair were evidently in the mood to appreciate such an unobtrusive effect, for we are told that they could hardly restrain their smiles.

The railway then ended at Bricklayers' Arms Station, where goods were more encouraged than passengers. But gallant efforts had been made to conceal its ugliness with lavish decoration. On London Bridge the decorators had broken out into ravens, elephants, tripods, burning incense, and figures of huge Danish warriors.

One gathers a vivid impression of the enormous crowds. A woman throws a baby into a passing carriage to save its life in the crush, and the narrator thoughtfully informs her where she can reclaim the child. In the City the populace in their enthusiasm want to take the horse out of the Royal carriage and drag it themselves. But Lord Alfred Paget, riding as equestrian beside the carriage, is equal to the occasion—

By an adroit mixture of firmness and good humour, and a skill in chaffing which charmed the multitudes, he coaxed a passage where it was impossible to force it, and again and again rescued his charge from what might have proved a serious embarrassment.

JEALOUS VOLUNTEERS.

At St. Paul's School, then still in the City, the captain presents a copy of Latin verses understood to be from the High Master's pen. But there is no time for a translation, and on we go through old Temple Bar, a mass of elaborate decorations, surmounted by a white statue of Hygieia, to Hyde Park. There is

assembled an impressive array of seventeen thousand Volunteers, then a comparatively new force, doomed to be for many years the butt of caricaturists and other jesters:—the cortege passed at a walking pace between the double line of Volunteers, and when the glittering throng had passed, sufficient testimony to the beauty of the Princess was afforded by the universal admission of officers and men that they felt "awfully jealous" whenever she bowed to the other side and not to them. So magical, indeed, was the influence she exercised that from a few of the Volunteer Corps she charmed all apparent recollection of discipline, leading the rank and file not only to cheer with all their might, but in isolated cases to break from their lines and pursue the carriage.

What a perfect Mid-Victorian touch is that "awfully jealous"! What memories of Leech does it not bring back!

SHADY ROYAL EQUIPAGES.

The one thing that seems to have marred the glory of the day was the shabbiness of the Royal equipages for the progress through London, against which a firm and dignified protest is made in the first leading article.

Curious proofs of the extent of the enthusiasm are afforded in the advertisement agents. Even the hairdressers, doubtless remembering that "post est occasio calva," seize the opportunity of the Royal marriage. It is easier for the song-writers and the authors, Ayton's Nuptial Ode, which was far from being an inspired performance, is published "price one shilling, this day," while Martin Farquhar Tupper's "Our Greeting to the Prince and Princess" may be had for only three pence. A much longer advertisement reveals that "Billy" Russell, the famous war correspondent, has undertaken to write a History of the Royal Wedding. But most interesting of all are the announcements that the Government have decided to throw open six theatres—the Haymarket, the Adelphi, the Lyceum, the Royal Surrey Theatre, the Theatre Royal Westminster (Adelphi), and the St. James's—free to the public on the day of wedding. Tickets have to be got beforehand, but there is no charge. Would that be done on a similar occasion, nowadays, we wonder! Or would a compulsory economical Government leave so magnificent a gesture to the loyal enthusiasm of the theatre managers themselves?

WEATHER REPORT.

April 19th at 11.55—Pressure has decreased moderately from Vladivostok to S.W. Japan. It has increased considerably at Shanghai and slightly from Peking to Hongkong. The anticyclone has strengthened. It is central over N.E. China.

A depression is shown over the Sea of Japan.

Hongkong rainfall for the 24 hours ending at 10 a.m., 19th April, 0.60 inch. Total since January 1st, 8.42 inches, against an average of 8.18 inches.

The forecast for the 24 hours ending at noon, 20th April, is as follows:

Direction: N.E. or variable winds, moderate; generally overcast, occasional rain.

Formosa Channel: N.E. winds, strong, moderating.

South coast of China between Hongkong and Lamock: The same as Hongkong and Lamock. No. 1.

South coast of China between Hongkong and Hainan: The same as Hongkong and Hainan. No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 19th.

	Day at 1 p.m.	at 4 a.m.	at 8 p.m.
Barometer	29.83	29.88	29.92
Temperature	78	74	70
Humidity	72	61	55
Wind Direction	E	E	ENE
Force	2	0	0
Weather	2	0	0
Rain	0.15	0.00	0.33

Highest open-air Temperature on 18th ... 79
Lowest open-air Temperature on 19th ... 70

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATIONS.
HAIPHONG via HOIHOW	"LIENSANG" ... Friday, 20th Apr. 9 a.m.
MANILA	"LIENSANG" ... Friday, 20th Apr. 3 p.m.
KORE via SHANGHAI	"NAMSANG" ... Saturday, 21st Apr. 7 a.m.
BANGKOK via HOIHOW	"CHUNSHANG" ... Sunday, 22nd Apr. 10 a.m.
SHANGHAI via SWATOW	"KWONGSANG" ... Monday, 23rd Apr. Noon
TIENTSIN	"CHEONGHONG" ... Tuesday, 24th Apr. Noon
BANGKOK via SWATOW	"FOOSHING" ... Tuesday, 24th Apr. Noon
BANDAKAN	"HINSANG" ... Tuesday, 24th Apr. 2 p.m.
SHANGHAI via SWATOW	"HOPSHANG" ... Thursday, 26th Apr. Noon
SAIGON	"WINGSHANG" ... Friday, 27th Apr. 7 a.m.
KORE	"KUSANG" ... Saturday, 28th Apr. Noon
STRAITS & CALCUTTA	"KUSANG" ... Saturday, 28th Apr. 3 p.m.
STRAITS & CALCUTTA	"NAMSANG" ... Friday, 11th May, 3 p.m.

Calcutta Line—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

Shanghai Line—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Yangtze River via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo calling at Haiphong when Indochina steamer.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HISSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through bills of lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dairi.

Tientsin Line—A regular service is run from March to November between Hongkong and Tientsin, calling at Waihai and Chaochow.

Bangkok Line—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about
Saturday, 28th April, at 3 p.m. for SINGAPORE, PENANG
& CALCUTTA.

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"GLENAPPA"	5th May	"GLENADRIE"	18th May
"GLENAGARRY"	21st May	"GLENADRIE"	25th May

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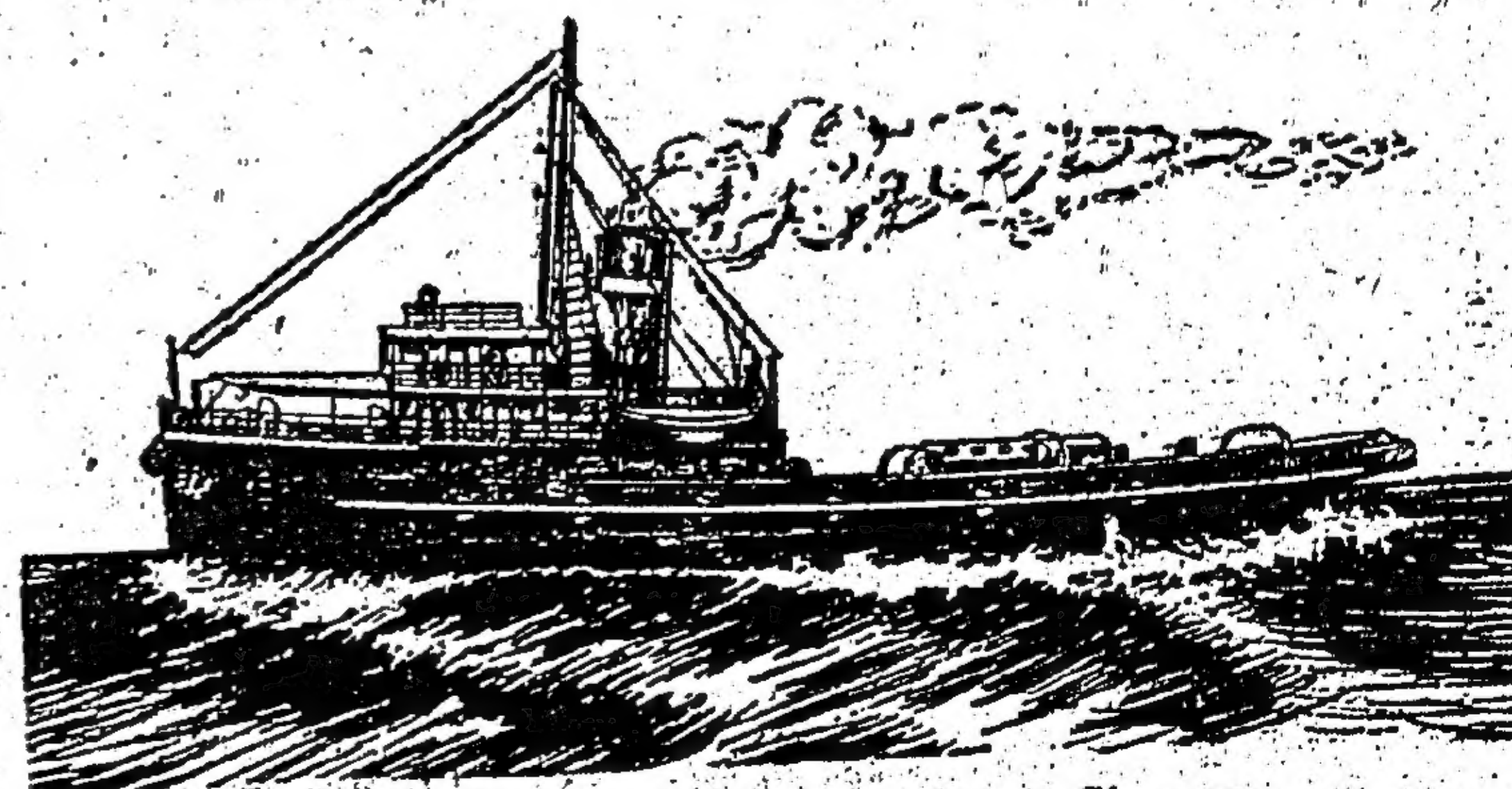
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SHIPPING NEWS

ARRIVALS.

April 18th.
T. S. Maru No. 2, Japanese str., 1,624 tons, Capt. T. Yoshikawa, from Hongkong, with coal.—M.B.K.

April 19th.

Amakusa Maru, Japanese str., 3,350 tons, Capt. K. Fukue, from Swatow, with coal.—O.S.K.

Shanghai, British str., 1,725 tons, Capt. N. M. Jensen, from Bangkok, with a general cargo.—John Manners & Co.

Halifax, British str., from Canton.
Helios, Chinese str., from Canton.

Kiangchow, British str., 1,545 tons, Capt. D. H. Martin, from Singapore, with a general cargo.—B. & S.

Xiangchow, British str., 1,572 tons, Capt. C. Phunkett, from Canton, with a general cargo.—B. & S.

Xiangchow, British str., 1,428 tons, Capt. W. F. Bishop, from Canton, with a general cargo.—J.M. & Co.

Lycan, British str., 4,514 tons, Capt. A. Gordon, from Foochow, with a general cargo.—B. & S.

Nam Wah, Portuguese str., from Canton.
Pongtong, British str., from Canton.
Promethean, Chinese str., from Canton.

Sui Yang, British str., from Canton.
Sunghai Maru, Japanese str., 1,502 tons, Capt. C. Kawamura, from Shanghai, with a general cargo.—N.Y.K.

Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwangchow, with a general cargo.—Po On S.S. Co.

Tyndarus, British str., 7,172 tons, Capt. S. Madgwick, from Canton, with a general cargo.—B. & S.

Van Oosterveld, Dutch str., 2,837 tons, Capt. J. J. Claassen, from Singapore, with a general cargo.—J.C.J.L.

Victoria, British str., 1,870 tons, Capt. F. L. Fisher, from Melbourne, with a general cargo.—Wing On Co.

Wai Shing, British str., from Canton.
Yoshino Maru, Japanese str., 5,375 tons, Capt. C. Shirai, from Nagasaki, with a general cargo.—N.Y.K.

CLEARANCES.

April 19th.

Chenau, for Swatow.
Helios, for Saigon.
Hok Canton, for K. C. Wan.

Houli Maru, for Hoihow.
Houli Maru, for Saigon.
Hydrangea, for Swatow.

Lee Sang, for Hoihow.
Lushan Maru, for Swatow.
Lycan, for Singapore.

New Mathilde, for Haiphong.
Podar, for K. C. Wan.
President Jefferson, for Manila.

Sui Yang, for Swatow.
Sunghai Maru, for Canton.
Sunli, for K. C. Wan.

Typhoon, for Shanghai.
Wai Shing, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. Victoria, on April 19th:—
Mr. J. Marshall, Mr. T. J. Wingrove, Mr. and Mrs. Wino.

DEPARTURES.

Per s.s. Empress of Russia, on April 19th:—
Mr. W. E. Adam, Miss M. Anderson, Mr. and Mrs. E. Abraham, Mr. D. Anning, Mrs. Au Bell, Mr. and Mrs. J. E. Bradner, Mr. J. P. Bourne, Mr. C. E. Buckner, Mr. E. C. Bradley, Mr. Brubaker, Mr. B. Bodie, Mr. J. C. Boyer, Mr. E. W. Brandes, Mr. E. F. Bell, Mr. A. D. Banker, Mr. J. S. Betterson, Mr. and Mrs. C. Barradough, Mr. and Mrs. C. Brown, Miss Edith Bolshaw, Mr. and Mrs. G. E. Bolshaw, Mr. and Mrs. Clinton Baker, Mr. A. P. Crane, Mr. A. Curlett, Mr. J. S. S. Cooper, Commander and Mrs. Cantlie, Miss E. Curtis, Mr. P. Caparolis, Mr. R. L. Corcoran, Misses Courant, Mr. C. V. Cummings, Mr. E. J. Chapman, Miss R. Clarke, Mr. C. N. Cross, Mr. and Mrs. C. S. Davis, Mrs. N. E. Deibel, Miss A. W. Dixon, Countess and Countess Elie de Gargueron, Mr. S. A. Dutton, Mr. and Mrs. A. D. Elmer, Mr. and Mrs. W. A. Eustace, Mr. and Mrs. P. Francois, Mr. R. Farran, Miss C. Fernandez, Mr. and Mrs. F. Fujita, Mr. O. J. Goebel, Miss H. Good, Mr. B. J. Green, Mr. and Mrs. A. Guthman, Mrs. E. Grant, Misses Grant, Mr. W. J. Hoos, Mr. J. C. Hubbard, Mr. and Mrs. J. W. Harris, Mr. L. W. A. H. H. Hopkins, Mr. A. H. Harris, Mr. and Mrs. W. Holman, Mrs. E. B. O. Hornell, Mr. H. F. C. Hedgeland, Mr. C. B. Harder, Mr. J. E. Hargreaves, Mr. and Mrs. Geo. M. Kelley, Mr. M. L. Lopez, Mr. E. Lopez, Mr. J. Lyon, Mr. J. P. Lawrie, Mr. C. Little, Mr. and Mrs. S. C. Lowe, Capt. G. B. Mathewman, Mr. D. M. Matheson, Mr. G. Marselle, Mr. and Mrs. W. W. McKee, Miss S. Maxwell, Mrs. H. Miller, Mr. and Mrs. P. Mcgrath, Mrs. M. Mcintosh, Miss M. P. Mackintosh, Mr. H. G. McNeary, Miss M. McKenzie, Mr. and Mrs. F. E. Mutton, Miss M. Mickle, Miss E. F. Neville, Mr. and Mrs. J. F. Oliver, Miss M. G. Oliver, Mr. Duncan Paterson, Mr. J. A. Peole, Mr. H. A. Paterson, Mr. M. B. Burke, Dr. and Mrs. C. W. Parr, Mr. D. S. Paowalla, Mrs. J. Rosenzweig, Mr. W. E. Roberts, Mr. and Mrs. R. R. Roxburgh, Mrs. J. H. Rutledge, Mrs. F. Strong, Mr. J. H. Skokely, Mr. W. A. Scott, Mr. J. Di Sabro, Mr. J. H. Sircus, Mrs. N. Sylvester, Mrs. J. H. Tager, Mr. and Mrs. H. S. Townsend, Miss L. O. Tait, Mr. and Mrs. E. M. Vogelstein, Misses K. and Mr. Vogelstein, Mr. and Mrs. E. Vandervoot, Mr. and Mrs. H. F. Vandervoot, Mrs. E. S. Vandervoot, Miss O. S. Vandervoot, Mrs. C. E. Willis, Mr. and Mrs. H. K. Williams, Mrs. E. Williams, Mr. S. Webb-Johnson, Miss L. M. Ward, Mrs. L. Wilson, Mr. R. C. Whiting, Mr. and Mrs. R. E. Whitney, Capt. and Mrs. C. G. Wright, Mr. and Mrs. A. W. White, Mr. W. White, Miss G. Watson, and member of Chinese and Japanese passengers.

SHIPPING MOVEMENTS.

The s.s. Rheunor (Blue Funnel) left Port Said on the 18th inst. for London, Rotterdam and Hamburg.
The s.s. Autolysus (Blue Funnel) left Port Said on the 18th inst. for London, Amsterdam and Antwerp.
The s.s. Titan (Blue Funnel) left Port Said on the 18th inst. for Marseilles, Havre, Liverpool and Glasgow.
The s.s. Phenix (Blue Funnel) left Liverpool on the 14th inst. for Hongkong, Shanghai, Taku and Dairen, and is due here on or about May 17th.
The P. & O. Co.'s s.s. Nymphe left Singapore for this port on Wednesday, the 18th inst., at 5.30 a.m., with the outward English Mail, and is due here on Monday, the 23rd inst., at 8 a.m.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due May 5th.
Amboise (M.M.), due May 24th.
Cordillera (M.M.), due May 24th.
Euphor (Blue Funnel), due May 10th.
Glaucus (Blue Funnel), due April 23rd.
Izora (Blue Funnel), due April 21st.
Kamakura Maru (N.Y.K.), due May 4th.
Katori Maru (N.Y.K.), due May 21st.
Myrmidon (Blue Funnel), due May 14th.
Ningchow (Blue Funnel), due April 21st.
Sicilia (P. & O.), due to-day.

SPANISH ROYAL MAIL LINE.

TO CALL AT HONGKONG.

Messrs. Botelho Bros., Agents for the Compania Transatlantica de Barcelona (Spanish Royal Mail Line) advise us that this Company are extending their line to China and Japan. Heretofore the steamers of this line have made Manila their terminal port, but beginning with the s.s. Legazpi, which sails from Barcelona on the 25th instant, these steamers will touch at Hongkong both on the outward and homeward voyages. The steamers of this line are fitted for the carriage of passengers and cargo.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DISPATCHED
NEW YORK & PANAMA	Taketo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Eutima Prince	Brit.	Prince Line	On 18th May
BOSTON & NEW YORK via SUEZ	Karanga	Brit.	The Sack Line, Limited	On 25th April
SAN FRANCISCO	Elbridge	Am.	Strathairn & Barry	On 25th April
VICTORIA & VANCOUVER, H.O. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 17th May
VICTORIA, SEATTLE & VANCOUVER via SHAL. J. PORTS	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 1st May
VICTORIA, SEATTLE & VANCOUVER	Arionis Maru	Jap.	Osaka Shosen Kaisha	On 1st May
VANCOUVER via SHANGHAI & JAPAN, &c.	Yanagisawa	Brit.	Butterfield & Swire	On 24th April
MARSEILLES, LONDON & ANTWERP	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 24th May
MARSEILLES, LONDON & ROTTERDAM	Kamela	Brit.	P. & O. E. L. & A. L.	On 24th May
MARSEILLES, LONDON & ANTWERP	Andre Lebon	Brit.	Messageries Maritimes	On 24th May
MARSEILLES, LONDON & ANTWERP	Amboise	Brit.	Messageries Maritimes	On 24th May
MARSEILLES, LONDON & ANTWERP	Paul Locat	Brit.	Messageries Maritimes	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Mishima Maru	Jap.	Nippon Yusen Kaisha	On 24th April
MARSEILLES, LONDON & ROTTERDAM	City of Poona	Brit.	The Sack Line, Ltd.	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Agapenor	Brit.	Butterfield & Swire	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Demodocus	Brit.	Butterfield & Swire	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Amson Maru	Jap.	Osaka Shosen Kaisha	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Glenad	Brit.	Java-China-Japan Lijn	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Banks	Dut.	Reuter Bros. & Co.	About 24th May
MARSEILLES, LONDON & ROTTERDAM	Havastein	Ger.	Messageries Maritimes	About 24th May
MARSEILLES, LONDON & ROTTERDAM	C. M. Mailhot	Fre.	Messageries Maritimes	About 24th May
MARSEILLES, LONDON & ROTTERDAM	Le St. Leobert-Bis	Fre.	Messageries Maritimes	About 24th May
MARSEILLES, LONDON & ROTTERDAM	Soda Maru	Jap.	Nippon Yusen Kaisha	On 24th April
MARSEILLES, LONDON & ROTTERDAM	Kutanga	Brit.	Jardine, Matheson & Co., Ltd.	On 24th April, 3 p.m.
MARSEILLES, LONDON & ROTTERDAM	Sicilia	Brit.	P. & O. E. L. & A. L.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Vas Overstraten	Dut.	Java-China-Japan Lijn	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Yanagisawa	Brit.	Dodwell & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Chinhu	Brit.	Butterfield & Swire	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Houli Maru	Jap.	Yamashita Kisen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Takwa Maru	Jap.	Yamashita Kisen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Hinang	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Aki Maru	Jap.	Nippon Yusen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	St. Albans	Brit.	P. & O. E. L. & A. L.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Kwangsang	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Houli Maru	Jap.	Nippon Yusen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Sicilia	Brit.	Messageries Maritimes	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Sinking	Brit.	Butterfield & Swire	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Nipp n	Brit.	Dodwell & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Tijsondani	Dut.	Java-China-Japan Lijn	About 24th April
MARSEILLES, LONDON & ROTTERDAM	Shinjo Maru	Jap.	Osaka Shosen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Chongchunghing	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Tijsondani	Dut.	Java-China-Japan Lijn	About 24th April
MARSEILLES, LONDON & ROTTERDAM	Indo Maru	Jap.	Osaka Shosen Kaisha	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Chungking	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Kwangchow	Brit.	Dodwell & Co., Ltd.	On 3rd May
MARSEILLES, LONDON & ROTTERDAM	Haliphong	Brit.	Langley & Co.	On 3rd May
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MARSEILLES, LONDON & ROTTERDAM	Yungang	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd May
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Hongkong to England
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	From Hongkong	Due Vancouver		From Canada	Due England
Empress Australia	May 4	May 23	Montcalm	June 1	June 8
Empress Asia	May 17	June 4	Empress Scotland	June 9	June 15
Empress Canada	June 2	June 18	Empress France	June 23	June 29
Empress Russia	June 14	July 2	Empress Scotland	July 7	July 14
Empress Australia	June 29	July 18	Montcalm	July 27	Aug. 3
Empress Asia	July 12	July 30	Empress Scotland	Aug. 4	Aug. 10

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINE

"ELLERMAN LINE"

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

S.S. "CITY OF SINGAPORE" ... 28th April ... Shanghai, Kobe & Yokohama

HOMEWARDS.

S.S. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg

PASSENGER SERVICE.

S.S. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg

Subject to change without notice.

For further particulars apply to—

REISS & CO., CANTON

THE BANK LINE, LTD.

(Tel. Central 7507)

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Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "IXION" ... via Suez Canal ... 21st April.
 S.S. "KARONGA" ... via Suez Canal ... 28th April.
 S.S. "ATREUS" ... via Suez Canal ... 5th May.
 S.S. "EUBEOCHUS" ... via Suez Canal ... 12th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON.

REISS & CO.

CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailing from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LEOAT	30th April
ANDRE LEBON	15th May
AMBOISE	29th May
CORDILLERE	12th June
ANGERS	26th June
CHILLI	10th July

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS 1st Class, £120. 0s. 0d. B CLASS 1st Class, £110. 0s. 0d.
 STEAMERS 2nd " " £86. 0s. 0d. STEAMERS 2nd " " £80. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. "C. M. MAILHOL" loading for PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about 20th April.
 S.S. "LT. ST. LOUBERT-DE" loading for HAVRE, ANTWERP & DUNKIRK, about middle of May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2, CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Occupying 8 for 10 Days)

HAIPHONG ... Capt. Ellis Walker ... Friday, 30th Apr., at 12 Noon.
 HAICHONG ... Capt. J. S. Thomson ... Tuesday, 24th Apr., at 1 p.m.
 HAIPHONG ... Capt. W. C. Passmore ... Friday, 27th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TORIO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government)

SS	Tons	From Hongkong (about)	Destinations
"KARNALA"	3,068	2nd May	Marseilles, London & Antwerp.
"SICILIA"	3,813	3rd May	Spore, Penang, Colombo & Bombay
"KIDDFORTRE"	5,334	9th May	Singapore, Penang & Bombay.
"KARHAR"	9,000	16th May	Marseilles, London & Antwerp.
"SODRA"	6,700	16th May	Spore, Penang, Colombo & Bombay
"NYAFYA"	7,000	30th May	Marseilles, London & Antwerp.
"SARDINIA"	6,880	13th June	do.
"DELTA"	8,087	27th June	Spore, Penang, Colombo & Bombay
"SICILIA"	6,813	28th June	Marseilles, London & Antwerp.
"MALWA"	10,941	11th July	do.
"DELVANHA"	9,089	25th July	Spore, Penang, Colombo & Bombay
"SODRA"	6,666	28th July	Marseilles, London & Antwerp.
"KHYA"	3,017	8th Aug.	do.
"KASHMIR"	8,841	22nd Aug.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	8,949	21st Apr.	Singapore, Penang & Calcutta
"TORILLA"	5,205	13th May	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	5th May	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Northampton and London via Port of Spain.

SAILING TO SHANGHAI & JAPAN

"SICILIA"	6,772	21st Apr.	Shanghai only.
"NYAFYA"	7,023	24th Apr., Noon	Shanghai, Moji, Kobe & Yokohama.
"SARDINIA"	6,684	6th May	Shanghai, Moji, Kobe & Yokohama
"EASTERN"	4,000	8th May	Japan Direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORK

S.S. "EASTERN PRINCE" ... 16th May.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 8185

Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMAZON MARU" (Omitting Marseilles) ... Friday, 11th May
 RIO DE JANEIRO, SANTOS, & BUENOS AIRES—via Saigon, Singapore, Colombo, Burban and Capetown—Passenger Service.

"SHUNKO MARU" ... Sunday, 6th May
 "TACOMA MARU" ... Tuesday, 1st May, 11 a.m.

BOMBAY—fortnightly service via Singapore and Colombo.
 "HIMALAYA MARU" ... Saturday, 21st April
 "CELESTES MARU" ... Sunday, 6th May

SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service.
 "BUSHO MARU" ... Tuesday, 1st May

CALCUTTA—Monthly Service via Singapore and Rangoon.
 "INDO MARU" ... Monday, 7th May

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

NEW YORK & PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.
 "HAYRE MARU" ... Tuesday, 1st May

JAPAN PORTS—Kobe & Yokohama.
 "ALFA MARU" (calling at Moji & Kobe) ... Saturday, 28th April
 "SHUNKO MARU" ... Sunday, 6th May

KEELUNG & SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "KALJO MARU" ... Every Sunday, Noon.
 "AMAKUSA MARU" ...
 TAKAO & SWATOW & AMOY. ... Thursday, 26th April

For sailing dates and further particulars please apply to—

K. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
HAIPHONG	"SIENSIY"	On 30th Apr., 11 a.m.
SWATOW & SHANGHAI	"SHIYANG"	On 30th Apr., 2 p.m.
SWATOW, AMOY & SHANGHAI	"KIUNGCHOW"	On 30th Apr., 4 p.m.
SHANGHAI & TRINGTAO	"SINKIANG"	On 31st Apr., 10 a.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 31st Apr., 10 a.m.
RAIKO PAPAN & BATAVIA	"TAIKOOWANYI"	On 31st Apr., Noon.
HONGKOW & HOIHOW	"HANYANG"	On 32nd Apr., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 32nd Apr., Noon.
SWATOW & SINGAPORE	"KINGYUAN"	On 32nd Apr., 4 p.m.
SWATOW, SHANGHAI & PUKOW	"KIANGCHOW"	On 32nd Apr., 4 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 34th Apr., Noon.

Excellent Saloon accommodation and ships, with Electric Fans fitted. (Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tringtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOW LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Hangkew via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 28

(JOHN SWIRE & SONS, LTD.)

Agents

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Timor & Aus. Ports
"TAIYUAN"	24th April	29th April

The Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, and Free Surge, Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.E.P. "Elbridge" ... Due Hongkong 24th Apr. Leave Hongkong 25th Apr.
 U.S.E.P. "West Chopaka" ... Due Hongkong 15th May. Leave Hongkong 16th May.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.B.B. "West Taronen" ... Due Hongkong 27th Apr. Leave Hongkong 28th Apr.
 U.S.B.B. "Morse" ... Due Hongkong 15th May. Leave Hongkong 16th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PAKISTAN

INDO-CHINA-STRATTA & JAVA.

1st Floor, Queen's Building

Phone Central No. 3008.

G. P. BRADFORD, R.M. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON via SUEZ

S.S. "DACE CASTLE" ... sailing on or about 6th May.
 S.S. "KENDAL CASTLE" ... sailing on or about 6th June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FUMME having been re-opened for trade, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

S.S. "VENEZIA" ... sailing on or about 28th April
 S.S. "NIPPON" ... sailing on or about 6th June.

FOR SHANGHAI

S.S. "NIPPON" ... sailing on or about 2nd May.
 Passengers' luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMBU" ... sailing on or about 2nd May.
 S.S. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to the above Lines apply to—

DODWELL & CO., LIMITED,

Agents

